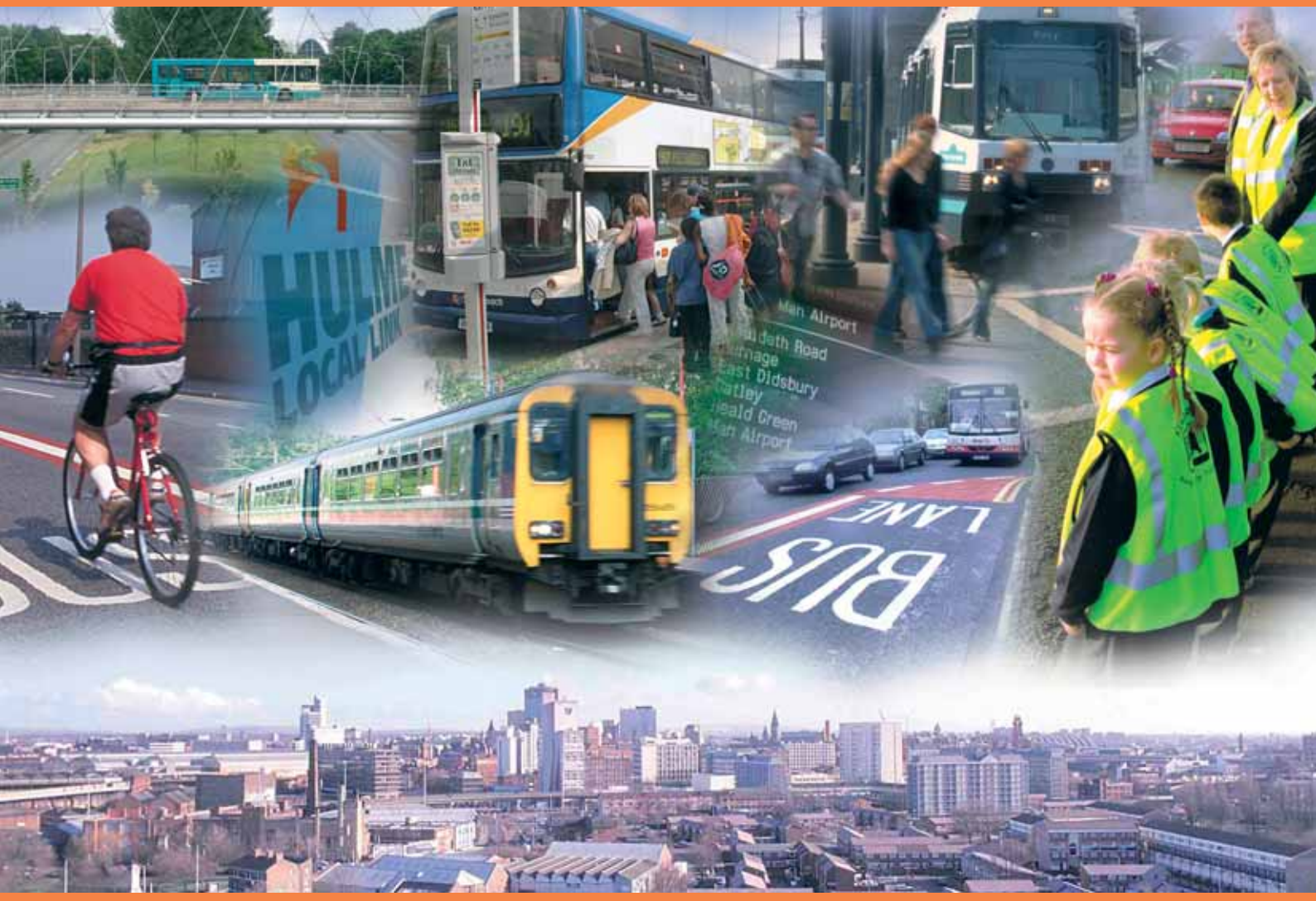
# Greater Manchester Local Transport Plan 2

## 2006/07 – 2010/11

Annex - **Supporting Technical Documents**




March 2006

·A·G·M·A·
ASSOCIATION OF GREATER MANCHESTER AUTHORITIES

Greater Manchester Passenger Transport Authority

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# Consultation & Engagement Report 1

Consultation and engagement with the public, key stakeholders and partners have continuously informed the development of the 2nd Greater Manchester Local Transport Plan. Involvement in the LTP has depended on the varying requirements in its lifecycle, from reflection on progress with LTP1, to development of a longer term vision, agreement on strategic priorities, targets and delivery programmes.

This supporting LTP2 document details the various consultation exercises that have been undertaken to guide the development of Greater Manchester's second Local Transport Plan. The work was carried out between the end of the first Local Transport Plan in 2000 and the submission of the final document in March 2006.

The execution of consultation and engagement was overseen by a central Participation Sub-Group drawn from LTP partners including the Greater Manchester Joint Transport Team, the Greater Manchester Public Transport Executive, the Greater Manchester Passenger Transport Authority, the Greater Manchester Transport Resource Unit and nominated Greater Manchester Local Authority officers. The rationale throughout the LTP2 process has been to keep all parties informed and engaged and to ensure reasonable opportunities were made available for comment and influence. The LTP Participation sub group ensured that strategic consultation and engagement was delivered for the LTP through a variety of means including media, conferences, commissioned research, consultation and involvement in evaluation exercises. A great deal of consultation and engagement was delivered by LTP partners and other sub- groups in the course of developing and executing LTP policies, such as innovative work in relation to the Bus Strategy, Accessibility Planning Partnerships and programme delivery - for example Quality Bus Corridors, public transport integration and youth engagement.

The development of LTP2 has therefore been highly interactive; the process of plan making from constituent local authorities, GMPTA and overall from AGMA (the Association of Greater Manchester Authorities) has been developed in tandem with local agencies and organisations including Government Office for the North West, the Highways Agency and neighbouring local authorities. In addition, consultation has taken place with key institutions and groups from the Health, Business and Education sectors and transport itself such as operating companies and user interests. Wider awareness and involvement from the general public and key community groups such as the voluntary sector and target groups including the disabled, young people, socially-excluded and Black Minority Ethnic interests have also been successfully included in LTP2.

Importantly, this document provides an overview of the responses received and how they have influenced the drafting of the provisional LTP2 document. The consultation exercises have been primarily qualitative to gain opinions on people's concerns and aspirations for transport in Greater Manchester. The comments can be seen in the appendices to this document, along with responses made by the Greater Manchester authorities.

The aim is to continue and evolve involvement processes throughout the lifecycle of LTP2 to ensure ongoing engagement with all relevant parties to assist the continuing development and delivery of the LTP.

# 1 Consultation & Engagement Report

## 1.1 Summary of consultation responses and how they have influenced LTP2

Both the public and stakeholders agree with the public transport led approach proposed by the Greater Manchester Authorities. In short, a range of improvements to public transport were suggested, including support for Metrolink expansion and other major schemes, punctuality, integration, more comprehensive routes and services, investigations into new approaches to ticketing, developments and improvements to stations and interchanges; and a better cleanliness of vehicles.

In terms of people's aspirations, both 'carrot' and 'stick' approaches were proposed. Consultees made reference to the importance of aligning land use and regeneration policy with any emerging transport agenda and the awareness of changing lifestyle choices which impact on the transport requirements of the travelling public in Greater Manchester. For example, Manchester's city centre economy is increasingly moving towards a 24-hour culture. This has implications for employers who need efficient public transport throughout the night to ensure staff can access new employment opportunities outside traditional shift hours. Links with major employers and schools, to increase the introduction of green travel plans and ensure the development of safe walking and high quality bus services, were also supported.

Linkages with major employers, schools and health facilities were seen as vital. These destinations are major trip generators that will increasingly require innovative approaches to relieve localised congestion and car parking shortages. Representatives from these organisations expressed support for Green Travel Plans, safe walking routes and high quality bus services. There were also wider, strategic initiatives suggested which are outside the control of transport bodies but which could be explored by local authorities. Possibilities included investing in CCTV facilities in town and district centres and staggering school opening and closing times.

A number of comments were made that would need action at a national level, such as "Underspend from LTP1 being carried forward to LTP2", "Authorities should be penalised for spending non-ring fenced funding on other issues than transport", "LTP funding should be able to be spent on revenue schemes", "Cost of motoring involves too many fixed costs, need to move to a costs at time of use approach". These comments will be passed on to the Department for Transport.

The consultation that was carried out on the provisional document, both stakeholders and the general public, showed a broad level of support for the strategy. Improvements to public transport and access to amenities were the areas where strongest levels of support were observed.

The four common transport themes that emerged from our work match the four shared priorities of:

- Congestion
- Air Quality
- Road Safety
- Accessibility

# Consultation & Engagement Report 1

Many were suggestions and ideas that the Greater Manchester authorities are working towards through the LTP2 process. The full table of responses can be seen in the appendix of the consultation report. As with many transport issues, comments cut across themes and therefore could fall into a number or all of the categories.

## 1.1.1 Congestion

Consultees consistently suggest improving public transport as the best way of getting people out of cars, and so relieving congestion.

They express considerable support for improved public transport spending and continuing endorsement for the Phase 3 and further Metrolink extensions. There is a desire for bus service improvements, and a need for them to be reliable, frequent, clean, safe, integrated and cheap. Requests are made for measures to expand park and ride capacity. This is included in the LTP through provision of parking spaces along existing and proposed fixed track routes.

The support for Metrolink is consistently strong across stakeholders and all groups. Recent consultations have attracted comments illustrating frustration at the lack of progress on Phase 3. The limited number of negative comments relate to overcrowding, high fares and safety/security concerns.

Bus services evoke the most responses and comments. Nearly all are complaints, regarding poor reliability, lack of information, lack of service provision, poor facilities and safety/security concerns. We are aware of the failings of some elements of the Greater Manchester bus network, particularly services away from the main routes. Our Bus Strategy sets out how Greater Manchester authorities will continue to work with operators to bring about improvements, including the use of Statutory Quality Partnerships and, where necessary, Quality Contracts. Our Bus Strategy describes this in more detail.

Best Value indicator 104 shows 55% of residents said they were satisfied with local bus services. This figure rose to 82% for frequent heavy rail users, and 90% for light rail. This is illustrated by the fact that building on recent initiatives and improving services was a popular suggestion for both heavy and light fixed track modes. Requests were received for increased frequencies and opening of new lines and stations. More details on these indicators are in the Monitoring Report also included within this Annex

Problems with traffic flow were raised for certain routes at certain times. Improving traffic flow by better traffic signaling was a popular suggestion. There were complaints about poor quality parking and lack of spaces but little support for stringent parking restrictions. Demand management was raised by stakeholders as an issue (some in favour of measures, some against), and more so than by members of the general public.

Both stakeholders and the general public made comments seeking an expansion of the Yellow School Bus programme. People believe that children enjoy travelling on Yellow School Buses and in the long term that they help to improve attitudes to public transport amongst young

# 1 Consultation & Engagement Report

people. The valuable contribution made by Yellow School Buses to reducing congestion was recognised by both stakeholders and the public. The school run accounts for approximately 25% of cars on the road during the morning peak in Greater Manchester.

Improving public transport to the Regional Centre and other town centres was the most popular suggestion in the Transport Matters exercise; this was followed by promoting Metrolink and rail service improvements.

### 1.1.1.1 How comments on congestion have shaped LTP2

We are using technology to develop our urban traffic control systems further. This encompasses sections of the Greater Manchester motorway network under the control of the Highways Agency. We also need to maximise use of our public transport services in relation to the cost of their provision.

Metrolink Phase 3, as presented in the Integrated Transport Strategy, is carried forward as the centrepiece for LTP2, along with the completion of the QBC programmes for radial routes to Manchester, the Northern Orbital schemes, and the JETTS routes. Most QBC programmes involve the re-allocation of road space to public transport. These schemes will be carried out within an approach that embodies high quality interchanges at bus stations and elsewhere to provide seamless journeys, a safe and accessible network with comprehensive travel information.

We have directed significant resources into travel planning, with particular emphasis on 'Smarter Travel' options. We have a specific 'champion' to prepare a business plan and implement the initiative, using advances in travel and traffic information technology.

A number of different organisations questioned whether the provisional walking target should be limiting the decline of walking trips to 15%. As a result of this consultation, further analysis including modelling was carried out. The target has been changed to reducing the decline to 5% in the early years with a levelling-out over the LTP2 period.

Results from both GMPTE's regular 'Tracking Survey' and a survey of bus passengers have shown that reliability/punctuality is the issue of greatest concern to passengers. As a result, a major study was commissioned into the causes of unreliability. The Bus Strategy was revised to include measures aimed at tackling the issues identified. It now places far greater emphasis on improving the monitoring and management of punctuality (including operator specific monitoring, with trigger points for call-in meetings and the production of Performance Improvement Plans); developing a cashless/changeless fare strategy; and on tackling the 'school run' (through the introduction of dedicated Yellow School Buses) rather than introducing bus priority measures alone.

# Consultation & Engagement Report 1

## 1.1.2 Air Quality

The public and stakeholders cite traffic as the major contributor to air and noise pollution in Greater Manchester. This is complemented by support for sustainable modes such as improvements to routes and facilities to encourage walking and cycling across the borough. Most comments from cyclists are complaints about lack of improvements to routes and facilities. Concerns also exist about cyclists on pavements intimidating pedestrians.

The most popular traffic restriction measure to aid those who get about by foot is pedestrianisation of town centre areas.

63% of the Transport Matters respondents suggested that promoting the use of fuel-efficient technologies was a high priority.

Consultation on the Strategic Environmental Assessment has also been undertaken. Workshops presented by independent consultants have been held, with a wide range of stakeholders attending and full discussions involving all parties.

### 1.1.2.1 How comments on improving air quality have shaped LTP2

Councils are working with bus operators to reduce bus emissions. One of the only policy tools available at present to public bodies to encourage operators to invest in clean bus technology is grant-aid for low pollution technology. We will continue to provide these grants to Greater Manchester operators throughout the lifespan of LTP2. Whilst we can seek changes to conditions for services that GMPTE procure, there are limits on what we can do at present to “clean up” the remaining 85% of bus services that are run commercially.

A Greater Manchester Freight Drivers Map has been created and circulated in a bid to reduce emissions from goods vehicles in places where a significant impact on health may occur. It will be updated in a further 12 months.

Our operator partners will continue to introduce new low floor vehicles, so that the fleet percentage composition of this type will further increase. This should also raise overall vehicle quality, especially in the north of Greater Manchester, and have a positive effect on air quality as Euro 2, 3 and 4 emission standard engines increasingly come on stream.

The Atmospheric Research Group, who contacted the Joint Transport Team during the consultation, have assisted in the development of the GM LTP air quality strategy.

More details on air quality issues can be seen in the air quality strategy.

Local Cycle Forums have fed made an input to local cycling strategies and local transport policy. Similarly, walking groups and cycling forums in Stockport have been utilised to advise upon scheme design and matters of policy.

# 1 Consultation & Engagement Report

In an Oldham postal survey, views on three major transport schemes were explored (safer cycle routes, on-road cycle training for children, on-road cycle training for adults). For each scheme, respondents were asked if they were aware of it, if they thought that it would benefit the residents of Oldham, and if they felt that the Council should increase its provision. The majority (76%) believed that the creation of cycle routes and on-road cycle training for children would benefit the residents of the Borough. A lesser proportion (58%) backed on-road cycle training for adults. This has resulted in this authority increasing its budget for implementation of cycling provision

The Greater Manchester cycling programme was constructed around the following four principles based of the National Cycle Strategy, namely:

- Engineering – especially creation of safe cycle network and facilities
- Encouragement - marketing and promotion
- Education – especially child cycle training
- Enforcement – in partnership with Greater Manchester Police

Cycle England were provided with the provisional LTP and the cycling strategy and asked to comment. They gave broad support for the document, and thought that whilst our targets were ambitious, they were not unrealistic. Cycle England also supported our policy of looking at key areas around Greater Manchester to receive increased amounts of funding for cycle improvements in bid to increase cycling numbers in these potential hot spots. Because of this endorsement ,the overall approach in final LTP2 remains unchanged from the provisional plan.

More details on sustainable modes can be seen in the walking and cycling strategies.

### 1.1.3 Road Safety

Public opinion is divided on traffic calming and lowering speed limits. Support exists for lower speeds in residential areas but there is less support for lower speed limits on main roads. There is also concern over lack of adherence to the law and insufficient police enforcement. Training and increased policing is seen as more useful than advertising and publicity.

The issue of safe public transport is a recurrent theme, particularly from young people. Respondents believe that public concerns regarding safety are discouraging use. Although this may only be a perception, stakeholders are supportive of improving safety at interchanges, and extending the use of CCTV and real-time information.

Disability groups are concerned about the interface between buses, pedestrians and other vehicles in some town centres, which causes road safety problems and reduces the confidence of members to travel by bus.

64% of respondents in the Transport Matters exercise thought that encouraging drivers to reduce their speed should be a high priority.

# Consultation & Engagement Report 1

### 1.1.3.1 How comments on road safety have shaped LTP2

We expect to continue the measures and approaches adopted over the LTP1 period, such as:

- Safety partnerships between agencies, such as the police, to increase safety and security on the road and on public transport
- Speed management (e.g. 20 mph zones and speed cameras)
- Local safety schemes
- Improved cycle and pedestrian facilities
- Home Zones
- Road Safety education

Tameside Borough Council included questions on road safety and local safety issues in a panel survey aimed at gaining feedback on local safety schemes. The information gained was used to help the council plan its road safety and casualty reduction initiatives.

Public transport users have become increasingly concerned over community safety issues across the borough in the past five years. Partnerships have been set up between transport operators, the police and local authorities to improve the sense of security experienced when people travel on public transport, and pilot projects such as dedicated units to tackle crime and anti-social behaviour have been set up. In town centres, the expansion of CCTV coverage and the growth of ranger/patroller/community safety officers using other funds have had an undoubted effect in improving perceptions of security.

In responses to passenger concerns, GMPTE is in the process of developing a three year (2005 - 2008) framework to achieve noticeable and sustainable reductions in public transport-related crime and disorder and an improvement in passenger perceptions of personal safety and security.

An objective of LTP1 was to encourage short journeys to be made on foot or by cycle, rather than by car. Measures to achieve this will continue in LTP2, again involving roadspace re-allocation, and particularly with the aim of building comprehensive, safe networks for cyclists. This has important links to community safety policies for transport, and to the health agenda.

More details can be seen in the road safety strategy.

## 1.1.4 Accessibility

Stakeholders believe that there are areas in Greater Manchester where accessibility to key facilities is a problem. The accessibility planning work, using the Accession software has been used to identify specific areas and an action plan has been drawn up to develop options for improvement. Solutions for specific areas may include non-transport solutions, involving changes in the way services are delivered, as well as transport solutions such as demand responsive transport or improved delivery of information. Consultation also highlighted concerns that some housing and retail developments are built on sites without consideration of access by public transport, walking or cycling. Local Development Frameworks and development control measures will be used to ensure that transport accessibility is considered for all new sites

# 1 Consultation & Engagement Report

There is a belief in Greater Manchester that more emphasis needs should be placed on integration of different modes of transport. There was support for improvements to Interchange facilities, fully integrated Greater Manchester ticketing introduced more widely (inter-modal and inter-operator), and increased parking near public transport links (e.g. park and ride). Newer low floor buses are considered a welcome improvement, especially particularly by disability groups and the elderly members of the public. Disability groups see Metrolink as very accessible and easy to use, but feel that rail replacement services do not appropriately cater for disabled passengers.

Comments have been received from the Chamber of Commerce representatives and from the public suggesting there is a need to ensure that orbital as well as radial links exist across the conurbation. In addition, it was felt that better cross boundary travel (e.g. Lancashire to Greater Manchester) could be improved.

Improving public transport to amenities was seen as very important by the general public, 68% of Transport Matters respondents though this should be a high priority in LTP2.

### 1.1.4.1 How comments on Accessibility have shaped LTP2

As the commercial bus network has shrunk– especially in the evening and on Sundays – the ability of those without access to a car to reach the facilities they require has been reduced. Subsidised conventional bus services may help to overcome this, but there is a shortage of revenue resources to provide them. Over the life-span of LTP1, there has been an expansion of demand-responsive and Community Transport operations to cater for areas of very low demand. In LTP2, we will continue to subsidise non commercial services and expand the role of demand responsive and Community Transport where appropriate.

Network improvements, including the further expansion of demand responsive transport to meet accessibility gaps will largely be revenue-funded and therefore outside the scope of this LTP. However, there may be opportunities for the use of capital monies for vehicle purchase and booking/despatch systems.

We plan to maintain a prioritised 'register' of accessibility issues. This will be a dynamic register developed with partners and updated as issues are addressed, new issues emerge and circumstances change.

We have established three strategic Greater Manchester level accessibility partnerships covering access to:

- Education and training
- Employment
- Health and food

# Consultation & Engagement Report 1

A multi stakeholder consultation event and ongoing partnership work with accessibility partner organisations and companies has helped to develop a Accessibility Planning Strategy for Greater Manchester to inform the work of the three Strategic Accessibility Partnerships cited above. These discussion have helped to establish ground breaking consensus and shared understanding in this new and complex area.

More details can be seen in the Accessibility Strategy.

Physical access has been gradually improved over the LTP1 period by the introduction of new low floor buses and ongoing programmes for ramps, tactile strips, dropped kerbs, automatic doors and 'talking signs'. These measures will continue to be implemented. Despite this, many step-entrance vehicles still need to be replaced, and we are dependent on our partner operators to achieve this. The sections of the Disability Discrimination Act dealing with access to public transport have been brought into operation, requiring further improvements.

Our operator partners will continue to introduce new low floor vehicles, so that the fleet percentage composition of this type will further increase

Requests were made from stakeholders asking for more an increased significance to be put on the role of community transport. This can be seen in the updated bus strategy.

# 1 Consultation & Engagement Report

## 1.2 Consultation throughout LTP1 period

Two main types of consultation activities were carried out over the LTP1 period. These are;

Rolling consultation and research e.g. GMPTA Public Forums and Market Research e.g. GMPTE Tracking survey and Local Authority Citizen Panels.

Ad-hoc scheme/policy specific consultations. Over 900 individual scheme consultations have been conducted in Greater Manchester in the last two years. These range from area-wide Home Zone consultations to small-scale initiatives on individual safety schemes including consultations for Travel Plans.

The LTP Participation sub group commissioned a mapping exercise of all transport relevant consultation activities over the LTP1 period, other than on individual schemes, these are listed below (major scheme consultations are included as they may identify policy relevant information). A number of examples of this consultation are detailed in the following text. This information was disseminated to all LTP sub groups to help inform their work;

*Table of consultation activities carried out in Greater Manchester*

| Local Authority/ Organisation | Consultation Title |
|---|---|
| **Bolton** | Bolton Transport Study |
| | Citizen's Panel – Commonwealth Games, Bolton Festival & Transport |
| | Citizen's Panel – Commonwealth Games, Bolton Festival & Transport – Young People in Bolton |
| | Citizen's Panel Survey 2004 (current) |
| | Staff Travel Plan Survey |
| | Bolton Economic Development Zone |
| | Diversity Strategy 2003 – Arts Based Consultation |
| | |
| **Bury** | Walking Strategy Consultation 2003/04 |
| | Cycling Strategy July 2003 |
| | Area Boards |
| | |
| **Manchester** | Best Value Survey 2003/04 – Residents, Businesses & Council Employees |
| | Consultation on the objectives and outputs of the Transport Thematic Partnership Neighbourhood Renewal Fund |
| | Community Transport Plans |
| | Transport Advisory Board |
| | City Centre Bus Operator Meetings |
| | City Centre Coach Operator Meetings |
| | Consultation on input into Plans – New East Manchester |
| | Extensive Consultation including transportation issues on:<br>● Strategic Regeneration Framework for North Manchester;<br>● New East Manchester Regeneration Framework; |

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| Local Authority/ Organisation | Consultation Title |
|---|---|
| | ● New East Manchester Transport Vision and Strategy;<br>● Central Manchester Strategic Regeneration Framework<br>● Wythenshawe Strategic Regeneration Framework.<br><br>All the above include regular liaison with regeneration partners to take forward both Framework documentation recommendations and the objectives of the Local Transport Plan resulting in partnership working on both minor and major schemes. |
| | Ward Co-ordination meetings |
| | |
| **Oldham** | The Oldham Way (3 Surveys, June 2002, Dec 2002, July 2003) |
| | Green Travel Plans |
| | Cycling Forum |
| | Personal Journey Planner |
| | Area Consultation Events Database |
| | |
| **Rochdale** | Citizen's Panel – Third Survey Feb 2002 |
| | Citizen's Panel – Fourth Survey Nov 2002 |
| | Citizen's Panel – Fifth Survey Nov 2002 |
| | Citizen's Panel – Seventh Survey Sept 2003 |
| | Environment Groups |
| | Pride of Place – Community Strategy 2003-2007 |
| | |
| **Salford** | Charleston and Lower Kersal New Deal for Communities |
| | |
| **Stockport** | SEMMMS New Relief Road Scheme Phase I |
| | SEMMMS New Relief Road Scheme Phase II |
| | Reddish ITC |
| | Staff Travel to Work Survey 2004 |
| | Adswood and Bridgehall Community Transport Plan |
| | Brinnington QBC |
| | Civilising Cities project in Great Moor and Cheadle Hulme North |
| | Community Transport Plans (Cheadle Hulme & Romiley) |
| | District Centre Transport Plans/Programme |
| | District Centres Focus Groups and Telephone Surveys |

# 1 Consultation & Engagement Report

| Local Authority/ Organisation | Consultation Title |
|---|---|
| | Green A-Z Map Project |
| | Hazel Grove |
| | Shaw Heath Community Transport Plans |
| | Stockport Cycle User Group |
| | Stockport Interim Local Access Forum |
| | Stockport Walking Forum |
| | Stockport Environment Fair |
| | Transport Health Check & Transport Summit |
| | Disability Stockport & Vulnerable Road Users Group |
| | Best Value Review Panel Survey Oct 2002 |
| | Citizen's Panel Survey – Transport Solutions Jan 2003 |
| | |
| **Tameside** | Resident's Opinion Survey Nov 2002 – Jan 2003 |
| | Citizen's Panel - Survey Ten July 2002 |
| | Citizen's Panel – Survey Eleven Spring 2003 |
| | Community Strategy – Jan 2003 |
| | Aston Renewal Interim Evaluation – July 2002 |
| | Transport Audit |
| | |
| | |
| **Trafford** | The Trafford Partnership – Transport Stakeholder Event |
| | Citizen's Panel – Quality of Life Survey 2003 |
| | |
| | |
| **Wigan** | Citizen's Panel – Local Neighbourhood and Environmental Health |
| | Citizen's Panel - The A5225 |
| | Citizen's Panel - Road Safety |
| | Citizen's Panel – Shopping |
| | Citizen's Panel – Access to Health Services/Noise/Cycling |
| | Citizen's Panel – Engineering Consultancy |
| | Citizen's Panel – Car Parks |
| | School Travel Plan |
| | Forums |
| | |
| **GMPTA** | Local Transport Groups |
| | Council Tax Feedback |
| | AGMA User Satisfaction Survey – Autumn 2003 |
| | Transport Resource Unit |
| | |

# Consultation & Engagement Report 1

| Local Authority/ Organisation | Consultation Title |
|---|---|
| **GMPTE** | Altrincham Interchange |
| | Corporate Governance Review |
| | GMPTE Complainants Satisfaction Survey |
| | GMPTE Website Accessibility |
| | GMPTE All Modes – Service Planning Review |
| | Tracking Survey |
| | Wigan Safety and Security Initiative |
| | Bus Escorts Study |
| | Peripheral Estates Research |
| | Accessibility of Publicity and Information |
| | City Centre Ticketing Study |
| | Readycard for the Under 11s |
| | Find Your Bus Display Signs |
| | Understanding the Term Reliability |
| | Bus Station Surveys |
| | Bus Real-Time Passenger Information Evaluation Study |
| | Bury Interchange Study |
| | Christmas Park and Ride |
| | Marple Park and Ride |
| | Evaluation of School Bus Features |
| | Manchester Ring Road / CT Liaison |
| | QBC Patronage Study |
| | Bus Shelter Design Focus Groups |
| | Valuation of Station Facilities |
| | Review of Partington and Cadishead Community Transport Scheme |
| | Awareness of GMPTE Promotional Campaigns |
| | Marketing Campaigns |
| | Ethnic Minority Travel to School Attitudes |
| | Public Perceptions of Public Transport Service Options |
| | Diversity Strategy |
| | Rural Bus Challenge – Mossley and Uppermill |
| | Cycles on Metrolink |
| | Consultation with Potential Concessionaires |
| | |
| **Greater Manchester Police Authority** | Youth Seminars |
| | |

# 1 Consultation & Engagement Report

| Local Authority/ Organisation | Consultation Title |
|---|---|
| **Manchester Chamber of Commerce** | Congestion charging – Autumn 2002 |
| | Future of the Railways – Summer 2003 |
| | Park and Ride – Summer 2003 |
| | |
| **Salford University** | Travel Audit – Nov 2002 |
| | Audit of University Car Park Users – Nov 2003 |
| | |
| **Hope Hospital** | Travel Audit – May 2002 |
| | |
| **BVPI** | All Local Authorities |
| | |
| **GMJTT** | Transport Matters – Winter 2003 |
| | |
| **Manchester Airport** | Ground Transport Steering Group |
| | Community Relations 'Outreach ' Session |
| | Civil Aviation Authority Data |
| | Staff Travel Survey |
| | Ground Transport Strategy Update |
| | |
| **Greater Manchester Casualty Reduction Partnership** | Drive Safe – March 2004 |
| **Unitary Development Plans** | All Local Authorities |
| **GMCVO/TRU** | Consultation wide a wide range of voluntary organisations, given them the opportunity to engage in and respond to consultation on transport policy. See section 3.5. |

## 1.2.1 Local Transport Public Forums

The GMPTA host Local Transport Public Forums in each of the ten Greater Manchester districts. The meetings are open to the public and involve members of disabled transport user groups, senior citizen groups, elected members and neighbourhood groups. There are two parts to each meeting, the first being a 45 minute operator's surgery, the second half allows the GMPTA and Local Authorities to present the latest local policy developments.

## 1.2.2 Council Tax Leaflet

Along with the annual council tax bill, a leaflet is distributed to all homes within the Greater Manchester conurbation providing information to residents regarding public transport. It explains who the PTA are and details their current and proposed achievements. In addition to this, it explains how council tax is spent on public transport and provides a telephone number for comments as well as advertising the Local Transport Groups.

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## 1.2.3 Environment Groups

Environment Groups have been set up in each of the three townships in Rochdale borough (Pennines, Heywood and Rochdale). They involve groups of local people who have an interest in the topic to be discussed. Within the groups there is a traffic sub-group. Stockport MBC have had discussions with environmental groups regarding identifying species locations and mitigation measures that could be undertaken in the event of the SEMMMS new relief road being constructed.

## 1.2.4 Transport Thematic Partnerships

All Local Strategic Partnerships in Greater Manchester include transport matters. The Manchester LSP has a dedicated Transport Thematic Partnership whose key objective is to "develop an integrated transport network that promotes a safer, healthier, economically competitive, environmentally sustainable and fully inclusive Manchester". The partnership was established in March 2003 and it comprises of representatives from: public transport operators for bus, rail, Metrolink and taxis; the business sector (e.g. Chamber of Commerce); public agencies (e.g. GMPTE, GM Police); walking and cycling groups; private transport sector (e.g. RAC, motorcyclists); environmental groups (e.g. Friends of the Earth); and community and stakeholder groups.

The partnership meets every six weeks to evaluate progress in achieving their objectives. These cover: road safety, improving public transport, access to employment, community engagement in local transport policy and traffic management, walking and cycling, travel plans, hierarchy of road users, increasing public transport patronage, reducing congestion, improving perceptions of transport, and influencing mainstream transport funding programmes. They provide a scrutiny role to the LTP process.

## 1.2.5 Citizens Panels

Many local authorities in Greater Manchester utilised Citizens' Panels to gauge public opinion on a number of issues pertaining to transport. Panels are a cost effective method of consulting with a representative sample of residents. As the panel is set up to be representative of the district it should include respondents of all ages and ethnic groups. Response rates are generally high as they consist of people who have indicated that they want to take part in consultations. Response rates will often range from 60%-80%; this often means achieving a sample size of 600-800.

A number of the district councils have taken advantage of the existence of a Citizens' Panel in their area and ensured that transport related questions have been included in panel surveys.

Wigan has made extensive use of their Citizens' Panel to consult regarding transport related matters. It consists of 200 adults (aged 18+), recruited to be representative of the borough. The panel has been consulted via postal surveys on the following subjects:

- The Local Neighbourhood & Environmental Health
- Road Safety, Air Quality & Planning and Development

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- Shopping
- Access to Health Services, Noise and Cycling
- Engineering Consultation
- Car Parks
- A5225

Rochdale Borough Council have included questions on transport issues in a number of Citizens' Panel surveys. Subjects explored have included maintenance of roads and footpaths, use of local taxi services, initiatives that would improve public transport, the use of public transport and satisfaction with bus services (in order to inform the development of the Community Plan), and road safety.

Just under half of respondents use taxis once a month or more frequently. The majority of respondents had not complained about taxi services but those respondents who had, mainly complained to the operator themselves.

Although the maintenance of highways was considered to be very important, respondents were not happy with the level of service they received.

Since this survey, the Technical Services department has looked at ways to improve service delivery and there are ongoing discussions with the service provider McAlpine to produce an improved Highway Maintenance Plan. As a result of the survey, extra funding for highway maintenance has been sourced and since then satisfaction levels have risen.

Health facilities that were identified as the hardest public services to get to were; Hospital Outpatient Clinic; Hospital Casualty Department; Community Health Clinic; and Doctors' Surgeries.

Initiatives that were suggested to improve public transport included: more services running on time; tickets valid on all buses; trains and trams; more frequent services; and cheaper fares. Initiatives to address these issues are contained throughout the LTP.

Oldham Borough Council conducted three different consultation activities with the Oldham Citizens' Panel. The first aimed to gain a general overview of local residents' opinions regarding changes in transport provision. Overall, respondents tended to feel that there had not been any improvements in transport in Oldham over the last two years. The majority of respondents stated that they would like Metrolink to come to the borough with any extra government funding for transport to be spent on road and pavement maintenance.

### 1.2.6 Bolton Staff Travel Plan Survey

The Council conducted a survey of staff's current travel patterns to and from work. The study consisted of a questionnaire on the Bolton MBC Intranet. The survey showed that encouraging staff to use public transport would require a substantial overhaul of the current service. Bus and train services would need to be more frequent and reliable and in addition, train fares would

need to be cheaper and there was a need for more direct train services. The survey also showed that emphasising the health benefits of walking and cycling might encourage more staff that live close to work to travel this way.

### 1.2.7 Tracking Survey - GMPTE

GMPTE undertake a tracking survey every six months to help understand travellers' attitudes to a wide range of local transport service attributes, including rail, bus, Metrolink and car. They currently have 5waves of survey data starting in July 2001 and for each wave they have 1000+ household interviews with residents of GM and 800+ interviews with frequent users of bus, rail and Metrolink. The most recent household (resident) survey results continue to show that having a service which is reliable and on time is by far the main improvement required across all three modes are:

- A frequent service during the day (more so for bus, lower for rail)
- Fares that are affordable (more so for rail, least so for Metrolink)
- Personal safety at all stages of the journey (more so for rail)
- Clear and accurate information available for users (especially Metrolink, less so for bus, outside top 5 for rail)

Clean and comfortable vehicles are a top priority for rail users. It is non-users of all modes who are likely to be dissatisfied with current performance. For frequent users of public transport, reliability is the number one issue across all modes. Over time, satisfaction with Metrolink has consistently been higher than bus or rail for both regular users of the service, and for Greater Manchester residents as a whole.

### 1.2.8 Quality Bus Contracts

All QBCs undergo a 2 stage consultation process. The first stage is a 'whole route' consultation which identifies issues. These are then used as the basis for developing detailed proposals. These are then subject to the second, more detailed, stage of consultation. This ensures that local concerns are not overlooked in the introduction of a strategic scheme. Chorlton is a good example of this approach. Local traders were concerned about having sufficient parking and loading facilities. The proposals made the best use of the existing limited space by providing parking and loading bays. Several formalised parking and loading bays were introduced to bring order to the existing pavement parking, and prevent parked cars blocking the road. In addition, some bus stops were relocated to create more on street parking for local shops and businesses and parking and loading bays built into the existing pavements to prevent parking in the cycle lanes and the road.

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## 1.3 Consultation leading up to provisional submission

Consultation for LTP2 has been carried out by the Greater Manchester Joint Transport Team, Local Authorities and the GMPTE. Details on the consultation the Local Authorities have undertaken on their programmes can be seen in the main document in chapter 4 of the main document.

The approach to consulting specifically on Local Transport Plan 2 has been related to the six stages of the transport decision-making process, beginning in Autumn 2004 and running until January 2006.

These are:

- Problem definition
- Option generation
- Option assessment
- Formal decision taking
- Implementation
- Monitoring and evaluation.

We have engaged stakeholders at the first three stages, beginning with a Vision 2020 conference at the City of Manchester Stadium in October 2005 and the subsequent collation and analysis of feedback. Following this, a number of other consultation events and projects have been organised in the lead up to submission of the provisional document in July 2005. These are shown in the table below, and the methodologies expanded upon in the following text. The individual responses to these consultation events and projects can be found at the back of this document.The Greater Manchester Forum, a group made up of the voluntary sector, higher and further education representatives, Trade Unions, the Private Sector and the 10 District Council Local Strategic Partnership (LSP) chairs, has also been involved in the development of the Provisional Local Transport Plan, from the early vision work through to development of the key elements of the strategy.

| Groups and Areas consulted | Consultation Method used |
|---|---|
| Strategic partners i.e. local authorities including LSPs and government agencies | Vision 2020 conferenceLiaison with The Greater Manchester ForumOngoing engagement with GMLTP local authorities and AGMA |
| General public | Production of Newspaper articles/advertorialsMaking Plans' leaflets distributed to GMPTE and other information outletsGMLTP website |
| Community groupsVoluntary sectorTransport user groups | Consultation via GMTRULocal Transport Public Forums |
| ● Business | ● Greater Manchester Chamber of Commerce (Focus Groups) |

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| Groups and Areas consulted | Consultation Method used |
|---|---|
| ● Education<br>● Health | ● Chamber Transport Survey, 2004<br>● LTP External Liaison Group meeting<br>● External Health Reference Group |
| Operators | LTP External Liaison GroupCommunity Transport ForumVision 2020 conference |

## 1.3.1 2020 Vision Conference

An initial draft Transport 2020 Vision document was launched in October 2004 and a conference held at the City of Manchester Stadium in October to stimulate debate.

111 Stakeholders were invited from a wide range of groups to attend the conference, and after presentations from key officers and councillors, an opportunity was given in breakout sessions for stakeholders to give their views on and influence the Vision and the development of LTP2.

The aims of the conference were to inform stakeholders about the broader transport strategy for Greater Manchester and the next steps for developing LTP2. The stakeholders were divided into groups, and presented with various themes to discuss.

The results to this consultation report show the results of this consultation and the responses made to these comments, along with a list if invitees. These can be seen in the consultation report submitted in July 2005, and can be found at the back of this document in appendix 1.

A wide variety of measures were proposed, in line with the varied interest of the stakeholders attending, both 'carrot' and 'stick' approaches were suggested and throughout all the discussions there were connections with land use and regeneration policies. Overwhelmingly the most popular suggestions were a wide range of improvements to public transport; improvements in punctuality and integration, more comprehensive routes and services, investigations into new approaches to ticketing, developments and improvements to stations and interchanges; better cleanliness of vehicles. Agreement was reached that Metrolink is the most appropriate transport intervention for Greater Manchester leading up to 2020.

## 1.3.2 Chamber of Commerce Consultation Events

In February 2005, The Greater Manchester Joint Transport Team held a number of consultation events with representatives from the Greater Manchester Chamber of Commerce. This was done in a bid to determine and confirm what the transport issues are for local businesses- be it their commuting workforce or issues that directly impact upon their business. A number of workshops were held around Greater Manchester, and two questions were asked:

- Has transport investment been effective over the past 5 years?
- What do you see as the investment priorities for LTP2?

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To stimulate debate, the facilitators asked the questions in respect of different modes of transport, in sequence. The individual responses made at these events can be seen at the back of this document in appendix 2. Consultees said they would like to see an integrated solution to public transport that would make accessing employment easier, particularly for staff working irregular shifts.

## 1.3.3 A 'Play in a Day' Youth Event

Traditionally, the views of young people have been under-represented in conventional consultation processes, and alternative means of capturing their views are essential. In an effort to capture their views, we pursued innovative methods of consultation that included asking young people to write and perform a play around their typical public transport experiences. A short piece of drama was created and performed with 15 young people aged 12-17 years from across Greater Manchester within a single day. Through creative processes, young people's viewpoints on local transport were captured. The session encouraged personal expression and debate through brainstorming techniques. Participants were encouraged to explore their own experiences and views on transport, such as; 'Who uses buses?', 'Where do you go?', 'What problems do you experience?', and 'What kind of transport do you want?'. Representatives from the Joint Transport Team and the GMPTE were on hand to assist and answer queries. The play was then performed to an audience of young people at a GMPTE youth event held at Salford Quays Watersports Centre. The entire day was recorded on video, and DVD produced.

The performance was successfully delivered and well received. Comments captured in the course of the day can be seen at the back of this document in appendix 3. Personal security on buses was the key feature of the performance. We are aware of these problems particularly for young people in Greater Manchester and have sough to pursue various interventions to address these problems, which are outlined in the bus strategy.

## 1.3.4 External Liaison Group

This group is facilitated by the Greater Manchester Joint Transport Team and comprises of bus and rail operators, representatives from cycling groups, the Community Transport Association, Greater Manchester Police, health professionals and motoring organisations. A focus group was convened in March 2005 to discuss LTP2 issues.

- Opinion of the LTP1 strategy's to achievement of the key priorities
- How much has been achieved for each of the priorities
- Funding allocation for the priorities
- How the LTP should support the shared priorities
- Priorities for LTP2; and
- Stakeholders' involvement in LTP2.

There were a number of varied issues raised, as would be expected with a wide range of people with different interests. The main topic of discussion was how it was possible to give Manchester residents a sense of ownership of the objectives and targets of LTP2. Responses can be seen in appendix 4.

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## 1.3.5 Consultation with Voluntary and Disabled Groups

The Greater Manchester Centre for Voluntary Organisations (GMCVO) is the body that represents voluntary and community organisations across Greater Manchester. GMCVO represents, promotes and develops voluntary and community organisations, in partnership with local, regional and national infrastructure providers. Within GMCVO, the Greater Manchester Transport Resource Unit (TRU) monitors the views of voluntary and community organisations across Greater Manchester on transport issues and provides a direct link to the Greater Manchester Passenger Transport Authority.

The TRU posed two main questions at the consultation exercises that took place with local groups:

- Has transport investment been effective over the past 5 years?
- What do you see as the investment priorities for the next 5 years (LTP2)?

Questions were asked in respect of different modes of transport, (bus, rail, light rail, other) and in relation to the four shared priorities. The responses can be found in appendix 6. Accessibility to public services was the greatest concern, and aspiration for improvement. Low floor buses were requested on all routes and there were also suggestions on the provision of more orbital routes rather than just those leading into key centres. It was noted that when mobility impaired people don't have access to a car, travel horizons are limited to the public transport journeys they know they can access, or to using taxis. Finding out about services further afield is difficult. These are issues addressed in the Accessibility Framework.

## 1.3.6 Health Reference Group

The Health Reference Group is a group of transport and health professionals set up by GMPTE to provide linkages between the two areas. In Autumn 2004, a meeting was held to discuss how improving health could be incorporated into LTP2. The suggestions made on the day are included in the consultation report submitted in the summer and can be found at the back of this document in appendix 5.

## 1.3.7 Engaging the public on LTP2

A key objective of the consultation approach on LTP2 was to give as many members of the Greater Manchester public as possible to have a say on the plan. In a bid to promote awareness of LTP2, a number of exercises were carried out. Advertisements that looked like press articles ('advertorials') were placed in the local press drawing attention to the Local Transport Plan and its importance in relation to transport funding. Interested parties were invited to apply for an information pack containing an introductory guide to the LTP process, the Integrated Transport Strategy, the LTP2 guidance, a summary of responses to consultations that had recently been carried out, and a short presentation on LTP targets that were the subject of consultation. All this information could also be easily accessed on our website www.gmltp.co.uk, and the advertorials informed the public of this.

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Newspapers in which the advertorial appeared:

| |
|---|
| Bury Times |
| Bolton Evening News |
| Bolton Journal |
| Bury Journal |
| Leigh Journal |
| Heywood Advertiser |
| Prestwich and Whitefield Advertiser |
| S Manchester Reporter |
| The Advertiser (NEM) |
| Oldham Advertiser |
| Rochdale Observer |
| Middleton Guardian |
| Salford Advertiser |
| Stockport Express |
| Stockport Times East |
| Stockport Times West |
| Tameside Advertiser |
| Sale and Altrincham Messenger |

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| |
|---|
| Stretford and Urmston Messenger |
| Oldham Evening Chronicle |
| Manchester Evening News |
| Metro |
| Wigan Reporter |

As well as the approach of using local press, 20000 leaflets were produced asking for comments and providing details where more information could be found. These leaflets were distributed throughout Greater Manchester in local council offices, Travelshops, doctor's surgeries, leisure centres and other places of public interest. Approximately 80 members of the public requested information packs and provided information as a result.

The comments from the general public were varied over a wide variety of issues and modes, but the largest number of comments were concerning public transport. A significant number were concerns over public transport reliability, punctuality and overcrowding. There were a number of suggestions of opening or re-opening rail lines in the conurbation. A number of requests have also been made for increase public transport information and measures to increase personal security both on public transport and at interchanges.

Other comments were in line with those raised in stakeholder events- namely increasing safety around schools, requests for increased levels of funding spent on cycling and walking and suggestions for an increase in the number of yellow school buses as a way to cut peak hour congestion.

In July 2005 GMPTA hosted a Greater Manchester wide Local Transport Public Forum at which delegates were presented with both the Greater Manchester Integrated Transport Strategy and the proposed Local Transport Plan. Following the presentations five workshops were held were delegates were invited to answer the following questions,

1. How integrated is the current network, and what solutions/proposals would you like to see?
2. As a user and stakeholder, what is your experience of bus services and how would you improve them?
3. What's your experience of the rail system, and how should we prioritise investment in the local rail network?

Question one answers suggest that integration on the current network could definitely be improved. People believed that timetables across modes did not fit and affordable integrated ticketing was non-existent. It was suggested that a way of encouraging different operators to co-operate (i.e.; on timetables) would be useful.

Question two triggered complaints over reliability, access, fares, driver behaviour, service frequency and scope of the network. People felt the greater public control of the network would go some way to addressing these issues.

Question three led to complaints about cuts in frequency and poor facilities at stations. Funding should be focussed around demand and aligned with the priorities of the other stakeholders in the rail industry.

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## 1.4 Strategy for Consultation on LTP2 August 2005 - March 2006

During the period August 2005 to March 2006 we continued to develop the strategy, according to the aspirations of our stakeholders and the public. We consulted an extensive list of stakeholders to gain their views, consulted the Greater Manchester public through Transport Matters, discussed issues with neighbouring authorities and key agencies, and ran a number of other events. The 10 local authorities also consulted in their local area as they saw fit.

Details on all this consultation can be seen below.

### 1.4.1 Summary of Stakeholder Comments

Copies of the Local Transport Plan were sent to key stakeholders from a list that has built up over a years. Consultees were asked for comments on all areas of the provisional plan. The Joint Transport Team received detailed feedback from approximately 20 stakeholders and these have been analysed- and comments were considered by the appropriate Strategy Groups.

The stakeholders who responded were:

- Atmospheric Research Group, Manchester University
- British Motorcyclists Federation
- Campaign to Protect Rural England (Peak District and South Yorkshire Branch)
- Campaign to Protect Rural England (Lancashire Branch)
- Greater Manchester Community Transport Operators Forum
- Greater Manchester Centre for Voluntary Organisations
- Highways Agency
- Living Streets
- Longsight Transport Project
- North West Transport Activists Roundtable
- North West Regional Development Agency
- Peak District National Park
- Public Health Directors, Greater Manchester
- Ramblers Association
- South Pennines Integrated Transport Strategy Team
- Wigan Sustainable Partnership

Their comments were wide ranging and, in some cases quite detailed, reflecting the very specific remits of the individual organisations. However some comments were made by several organisations and these have been grouped into common themes. All comments have been considered and addressed by the relevant LTP Strategy Groups.

Responses to all comments raised can be seen at the back of this consultation report in appendix 7.

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### 1.4.1.1 Accessibility and Regional Issues

- The need to integrate PT services with those in neighbouring authorities, with particular support for integrating bus services and promoting long distance rail routes.
- The need for Community Transport providers and voluntary groups to be fully involved in Transport and Accessibility Planning.
- The need for the GMLTP to be fully compatible with Regional Strategies, and to take into account issues in adjacent areas and the Peak District National Park.
- Support for improving transport interchanges and bus stations.
- The need for more multi-modal and multi-operator ticketing.
- Requests for accessibility planning to include the provision of local amenities and to improve local walking and cycling routes.
- Proposals for more orbital PT routes (especially bus) to improve access to areas other than the Regional Centre.
- Requests for greater consideration of the role of heavy rail generally, including the opening of disused lines and stations.

### 1.4.1.2 Air Quality, Health and Environment

- Requests for greater promotion of walking and cycling and for more ambitious targets, particularly for walking. More comments were received on the walking target than any other issue.
- Concerns about emissions from buses, particularly in areas of high exposure such as town centres.
- Support for Air Quality targets.
- Some requests for more consideration of Environmental and Climate change concerns within the LTP.

### 1.4.1.3 Congestion

- Broad support for encouraging modal shift away from the car.
- Recognition that demand management measures will need to be considered.
- The need to fully assess the impact of the GMLTP on the strategic road network.
- Several organisations opposed any new road schemes, some objected to specific ones.
- Requests for more consideration of heavy rail schemes to reduce congestion on long distance routes.
- Several comments on the need for improved freight connections/interchanges.

### 1.4.1.4 Road Safety

- General support for road safety measures
- Support for speed limit enforcement
- Requests to extend 20 mph zones (and to lower speed limits generally)
- Requests for improved pedestrian facilities.

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### 1.4.1.5 Public Transport Issues (Not already covered)

- Support for the idea of more PT regulation including the introduction of Quality Bus Contracts
- Support for real time information, and requests that this be introduced more rapidly
- Requests for more CCTV and other measures to reduce anti-social behaviour on buses.

### 1.4.2 Transport Matters Feedback

Building on the success of other 'Transport Matters' booklets that aimed to advise the Greater Manchester Public on transport issues, a special edition was created that gave details on the Local Transport Plan. The booklet stated the LTP objectives and the plans proposed to meet the shared priorities. It also had information on proposed division of spend, listed the provisional targets and provided information related to the SEA. A questionnaire was attached to gain comments and feedback.

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Respondents were asked what level of priority should be accorded to measures included in Greater Manchester's Provisional Second Local Transport Plan. They were asked to indicate whether measures should be 'High priority', 'Medium Priority', 'Low Priority' or 'Not a priority'. It should be noted that most respondents attached some level of priority to all the proposed measures with few respondents saying that measures were not a priority.

**Draft LTP Measures considered high priority** by the largest proportions of the 466 respondents (66% or more) are:

- Improve public transport to the regional centre and other town centres (74%)
- Promote Metrolink Expansion and rail service improvements (72%)
- Ensure full funding to deliver new Metrolink Routes (70%)
- Improve public transport access to local amenities (68%)
- Encourage transfer of freight from road to rail and water (67%)

Measures attracting the lowest level of support (less than 30% giving high priority) are:

- Invest in Car Clubs and publicity for journey planning (12%)
- Install roadside signs to give up-to-date travel advice (19%)
- Install dropped crossings, tactile paving etc on footpaths (24%)
- Introduce more speed and red light cameras (28%).

Between these extremes there is **considerable support** (more than 50% giving high priority) for:

- Encouraging drivers to reduce speed (64%)
- Promoting the use of fuel-efficient technologies (63%)
- Dedicated teams to tackle crime on PT (60%)
- Enhancing existing Metrolink and rail routes (59%)
- Maintaining safe road surfaces (58%)
- Expand CCTV coverage on public transport (55%)
- School Travel Plans and safer routes to school (54%)
- Actively promote walking and cycling (51%).

When asked **how we should keep people better informed**:

- 76% of respondents selected 'Advertisements in free local newspapers'
- 62% selected 'Newspapers like this one distributed to public buildings'
- 52% selected 'Newsletters delivered free to every home'
- The least popular option, selected by 34% of respondents was 'Advertisements in local newspapers you have to buy'.

Many respondents made suggestions in response to the question '**what have we missed?'** The most frequently made types of suggestions are summarised in the table below.

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*Summary of most Frequently made suggestions/comments*

| Suggestion | Approximate Number of respondents |
|---|---|
| Review, change or add bus or PT routes (including requests for more express routes, for buses to hospitals, for more orbital and cross-district routes, for more simplified routes, for re-instated routes | 34 |
| Cheaper Public Transport (including bus, Metrolink, PublicTransport in general, rail) | 29 |
| Improve evening, night and weekend PT services (including to the City Centre) | 24 |
| Improve public transport integration (including ticketing,timetables) | 21 |
| Upgrade/Improve or reduce overcrowding on current Metrolink | 14 |
| In favour of demand management including congestion charging | 12 |
| Improve safety/reduce anti-social behaviour on PT | 11 |
| More park and ride / parking at stations | 11 |
| Cleaner and/or more comfortable buses / PT | 11 |
| Increase rail frequency, improve routes or reduce overcrowding | 11 |
| Improve PT generally e.g. make safe/reliable/affordable | 11 |
| Requests to bring back bus conductors | 10 |
| In favour of Metrolink Expansion | 10 |

In addition to the more general comments, 32 respondents returned questionnaires as part of a campaign to keep bus service 317 (Offerton to Stepping Hill) running and/or to divert it to include the area of Old Hall Drive in Offerton. More comments were received about this than about any other single issue. These requests have been passed directly to GMPTE and to Stockport Metropolitan Brough Council.

The full results of the Transport Matters exercise can be seen at http://www.gmltp.co.uk/pdfs/Rep_1092_finalresultsallv2.pdf or by contacting the Greater Manchester Joint Transport Team. The report includes all comments made and a breakdown of locations and ages of respondents.

### 1.4.3 Officer discussion with Neighbouring Authorities, Highways Agency and Network Rail on how linkages can be improved between neighbouring plans

Greater Manchester Joint Transport Team, Local Authority and GMPTE officers have met with neighbouring officers in a bid to improve cross-linkages between areas. This has being carried out comprehensively, over a number of months. Cross-boundary issues and actions can be seen in the main document. Officers have also closely liaised with other PTE areas.

Manchester Airport and the Highways Agency have representatives on the Greater Manchester Local Transport Plan Steering Group. Meetings have also occurred with the Highways Agency, Network Rail and the Department for Transport's rail team throughout the formulation of LTP2 to ensure input and comments are made at the appropriate stage.

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## 1.4.4 Free Public Transport for Older and Disabled People in Greater Manchester Consultation

Perhaps the most significant public consultation event was a meeting held at Manchester Town Hall which looked specifically at the issue of free concessionary fares for the over 60s and the disabled after April 2006. Following the announcement by the Chancellor in the Budget Statement 2005 that the over 60s and the disabled would be entitled to free off peak bus travel in England from April 2006, we felt that it was important to run a consultation which gathered users' views on a range of potential options for the inclusion of other modes in addition to the statutory minimum scheme.

The consultation focussed on four key issues: Bus travel before 9.30, Cross Boundary Travel, Metrolink and Rail services and Ring and Ride. Consultees were asked if they would rather we withdrew the concession (revert to the full adult fare), retain the current concessionary arrangement or provide services for free. Consultees were split into four groups with the following organisations represented.

- Greater Manchester Industrial Mission
- Community Network for Manchester
- Transport Resource Unit
- Ladybarn Estate Residents Association
- Rochdale Pensioners
- Salford Disabled Motorists

Three of the four groups consulted chose to retain the current 50p concession on buses before 09.30 as their top priority. Generally, people felt that the Cross Boundary arrangement should be retained or become free. One group chose free Rail and Metrolink travel after 9.30 as their top priority. The remaining groups reached a reasonably clear consensus that the existing regime should be retained. Generally, people felt that the current arrangement for Ring and Ride was sufficient. The common view expressed was that Ring and Ride's main problem is capacity not cost; hence any additional money should instead be used to further invest in the service. Further work to access how investment decisions should be taken in regards to Ring and Ride is planned (specifically with Ring and Ride users) for summer 2006.

Following these views, the Association of Greater Manchester Authorities agreed at a meeting on the 03 February 2006 that these views should be upheld. As a result, from April 2006 the over 60s and the disabled will be able to travel for free on the bus, tram and train after 09.30 with the current concession after 09.30 retained. This is direct evidence of policy making, fully informed by the views of local residents. The announcement goes much further than the Government's Budget pledge in March last year to fund free off-peak bus travel for older and disabled people and will make it much easier for some of the most vulnerable groups in society to reach essential services.

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## 1.4.5 Bus Strategy Operators

Following submission of the provisional LTP in July 2005, all bus operators in Greater Manchester were invited to consultation event held in Manchester on 05 December 2005.

In addition to officers from GMPTE, GMPTA and GMJTT, the following operators were present,

- Arriva
- Stagecoach
- GMBOA
- Rossendale Transport
- Bullocks Coaches
- South Lancashire Transport
- Mayne
- First
- UK North
- Trent Barton
- Rossendale
- Jim Stones

The format of the event involved presentations from both GMPTE and Mark Threpalton (Stagecoach and chair of Greater Manchester Bus Operators Association) with both organisations presenting their views on proposals documented in the strategy to date. The event concluded with an open discussion on the future of bus services in Greater Manchester over the lifetime of the second LTP.

This table below summarises the main points emerging from the Bus Strategy operator consultation - Monday 5th December 2005.

*Table of discussions made at bus operators meeting*

| Concern | Comment |
|---|---|
| Feel operators being set up to fail as precursor to Quality Contracts. | Part of the purpose of the Bus Strategy is to set out the standards that the PTE expects from operators. A report commissioned by Stagecoach, concluded that the Bus Strategy treated Quality Contracts as a last resort. |
| Secondary role of buses, which are apparently consigned to feeders for Metrolink and rail. | A misinterpretation, role of feeder routes, in wider role of integrated bus network to be made clear in final strategy. |
| Lack of specific proposals to address the impact of congestion on bus operators and give buses a competitive edge over cars. | Need to consider from two angles: bus priority and traffic restraint.<br><br>Need to include plans for the future of QBCs. |

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| Concern | Comment |
|---|---|
| Bus lane and parking enforcement not adequately addressed. | Proposals on bus land and parking enforcement included in final strategy. Traffic Management Act will address these issues. |
| No park and ride proposals. | The business case for bus-based P&R has not been presented – PTE to fund a study to examine the circumstances under which P&R may be financially viable and provide adequate transport and environmental benefits. |
| Lack of specific proposals to grow market. | Addressed in various ways in final strategy. |
| Lack of specific proposals to harness developments in IT. | New section to address IT added. |
| Lack of success stories in provisional Bus Strategy. | Can be rectified but needs balancing with recognition of real problems (as well as opportunities) that need to be addressed. |
| Role of Community Transport needs fuller recognition. | Role of Community Transport better defined in final strategy. |
| Role of coaches in providing links beyond Greater Manchester needs to be recognised. | Role of coach sector better defined in final strategy. |
| Constraints imposed by OFT and Competition Act not addressed in Bus Strategy. | Secretary of State has indicated likely future action on this point. |
| More cross-referencing to other LTP documents required. | Incorporated |

**Stagecoach**

As a major national bus operator, Stagecoach dominate the south and east of the Greater Manchester conurbation. The views of Stagecoach are a significant and valuable contribution to the development of future bus policy in Greater Manchester and as the primary operator in over half of the conurbation Stagecoach has an important role to play supporting Greater Manchester's future economic growth.

In response to the Provisional Bus Strategy Stagecoach hosted a public meeting at which the Chief Executive of Stagecoach raised two principal points on the strategy. Whilst recognising the attributes of our Metrolink ambitions, Mr Souter highlighted bus measures as useful short-term interventions that could be developed quickly to bring rapid results. The strategy has taken this on board and discussions are underway as to the role of the bus in Metrolink corridors in advance of Metrolink operation.

Like Greater Manchester Authorities, Stagecoach is keen to encourage mode shift to the bus. Stagecoach argued that commuters could be tempted out of their cars through investment in bus-based park and ride from massive car parks on the M60 going down radial routes into the city centre. In response, Greater Manchester Authorities have undertaken to work with Stagecoach, to look at the feasibility of developing various sites in the south of the conurbation.

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Public bodies in Greater Manchester are committed to maintaining an ongoing dialogue with Stagecoach (and other operators) across Greater Manchester. We are keen to discuss with Stagecoach how they might improve their own punctuality, keep fares low, ensure buses are clean and less polluting and how together we can develop an integrated network through increased investment.

## 1.4.6 Accessibility Consultation

**Accessibility Strategy**

Three Strategic Accessibility Partnerships were launched at an 'Access All Areas' conference in July 2005. This conference gained the commitment of potential partners to the creation of three countywide Strategic Accessibility Partnerships (SAPs) and established how these would work in practice.

SAPs were established for Employment, Education, and Health and Food. More information about the role of the partnerships is given in the Accessibility Strategy. Initial meetings considered general principles for how the partnerships would work, and a second round looked at countywide issues specific to the sector before an action plan was drafted. Partners provided reality-checks of conclusions drawn from mapping, insights into issues not evident from mapping and played a crucial role in agreeing priorities.

The Strategic Accessibility Partnerships identified eight common priority issues which,

- Location, relocation and reorganisation
- Breakdown of traditional working hours – particularly evenings and Sundays
- Bus service quality (route, frequency, reliability)
- Information
- Cross boundary issues
- Integration
- Affordability
- Cycling and walking

These issues, along with specific locations with poor accessibility, will provide the focus for implementing the strategy.

## 1.4.7 District Consultation

Consultation also occurred within districts, and some examples of this are seen below

Bolton MBC's Highways Capital Programme was included on the Bolton Council Web Site in August 2005 to enable electronic access in consulting Council Officers, Councillors, general public and partners of the Bolton Transport Partnership. The site provides an overview of the different types of funding sources and scheme classifications i.e Local Safety Schemes, Minor Work Schemes, Major Maintenance Schemes as well as a pro forma detailing each scheme. The pro forma shows a plan of the area affected by the scheme, a description of the current problem and proposed improvement work, the funding source and planned timescale and

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objectives of the scheme. Each “page” on the web site has a comments form which can be submitted electronically or by post. Each page also contains contact details of Council Officers responsible for the various programmes.

Consultation in Stockport on the on provisional LTP2 was carried out by discussing the document at the 8 area committees in the Borough. There was broad support for the strategy. A theme that ran through the comments in these committees was that there was a need for closer working relationship with other nearby local authorities and agencies and there should be a clear statement in the Plan in this regard.

The Local Transport Plan was also discussed by Stockport’s cycling forum, a group of cyclists and organisations from around the Borough. The Group suggested that cycling to work should be prioritised over leisure cycling in terms of a target group. There was an opinion that primary schools should be focused on for education trips rather than secondary schools in an attempt to ‘catch’ potential cyclists early. It was felt that the consideration of Cyclists needs within Highway Schemes was the most important area for LTP2 to focus on.

Within Wigan both LTP2 and the Highways Capital Programme for 2006/07 was consulted through presentations to Environment Panel, Environment and Development Partnership and the ten Township Forums, together with the Highways User Group. There was broad support for both the Strategy and the programme of works. The Capital Programme was developed following extensive consultation with the Township Forums last year.

We have received very positive feedback on the engagement process we have adopted as the townships feel they are now involved positively in the process. We are currently visiting all of the Township Forums to update them on the progress of LTP2 and invite them to put forward their problems, issues and opportunities for consideration for the 2007/08 Capital Programme. The 2006/07 Capital Programme is on the Website and contains contact details of the project managers of each scheme.

Within Manchester the Integrated Transport Minors Works programme including the top slice Quality Bus Corridor element and the separate South East Manchester Multi Modal Study funding forms an ongoing programme of works based on a consultation process developed over a number of years.

The programme itself reflects the agreed Greater Manchester Local Transport Plan targets, Manchester’s own corporate values, aims and objectives, Ward Transport Plans and the need of our regeneration partners through delivery documents such as Strategic regeneration Frameworks and Ward Local Plans.

The programme is developed from a database of information and requests held by the council and consulted on at all levels. This includes:

- Feedback from the local community through comments, suggestions and complaints to guide future works;
- Liaison with local businesses, schools and colleges to determine future sustainable travel initiatives;

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- Local forums including the Local Access Forum for pedestrian issues and the Manchester Cycle Forum;
- Regeneration managers and ward coordinators throughout the city who have in depth knowledge of local needs and are able to contribute at a strategic level taking into consideration other priorities within an area;
- Ward Coordination meetings which at a local level give the opportunity for local members of the community to input to future programmes;
- Open forums held for the first time this year to look at highway maintenance issues; and
- Through Executive and local Members who finally approve the programme of works.

The consultation places strong emphasis on addressing collision and casualty rates, promoting sustainable travel, social inclusion and ensuring connectivity both within Manchester and beyond into Greater Manchester. It is therefore an extremely robust programme and designed to meet the needs of all users whether business, resident, worker or visitor to Manchester.

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## 1.5 Appendices

### 1.5.1 Introduction

The following tables show comments made during consultation exercises carried out between October 2004 the submission of the provisional document, namely:

1. Vision 2020 Conference Stakeholder Comments (including invitee list)
2. Responses and Comments from Chamber of Commerce Events
3. Responses received at Youth Event
4. Responses received at External Liaison Group
5. Responses received at Health Reference Group
6. Responses received at Consultation with Disability Groups
7. Responses made to stakeholder consultation

Also included are the comments and responses made by Stakeholders after the viewing the provisional document in the summer of 2005.

All comments have had an individual response made by the Greater Manchester authorities.

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## 1.5.2 Vision 2020 Conference Stakeholder Comments (including invitee list)

## Appendix1

### October 31st, 2004

| Theme 1: **Promoting a Dynamic Economy** | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
| More focus on transport needs for local/mixed use sustainable communities, rather than Countywide strategic needs. | Work closely with LDF (Local Development Framework) preparation. | Yes | | |
| Need to undertake more robust Economic Impact Assessments for schemes. Don't assume that transport schemes will stimulate economic regeneration. | Will be undertaken for Major Schemes. For the broad package of minor works, the economic impact will be assessed as part of the Strategic Environmental Assessment. | Yes | | |
| Greater linkages needed between transport and land-use planning. | Work closely with LDF preparation to change future Land use patterns – short term difficult. | Yes | | |
| Linking jobs/business parks with public transport through JobCentre Plus and focus on areas of high unemployment. Travel advisors in Job Centres, providing subsidised tickets and advice about public transport. | Work with public transport operators and Department for Education and Skills (DfES). Routes currently reflect commercial approach and limited subsidies. | Yes | | DfES |
| Access to schools and colleges via public transport should be encouraged, and perhaps linked to other forms of community transport. | This can be seen in Accessibility Strategy. | Yes | | |
| Public transport expanded to encourage low-income families to access higher paid work. | This can be seen in Accessibility Strategy. | Yes | | |
| Encourage those on incapacity benefits to travel more by public transport, promote its accessibility amongst these groups. | Investigate promotion to different groups as part of LTP. | Yes | | |
| Encourage flexible working patterns to help reduce congestion. | Encourage as part of travel plan process. | Yes | | |
| Green Travel Plans incorporated into new developments with new employers. | Encourage as part of travel plan process. | Yes | | |

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| Theme 2: **Enhancing the Regional Centre** | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
| Suggested that areas in Salford on the other side of the river are prime areas for development and good transport links already exist (bus and rail). | Agree in the context of developments within walking distance of Manchester City Centre enabling use of sustainable modes | A matter for Salford's Local Development Framework | | Salford CC |
| Capacity of rail network will restrict future development, Need to have 24/7 transport system for a 24/7 city centre. | Agree and trying to work towards this, but dependent upon revenue support. PTE/A will continue to lobby Central Government. | Limited ability to influence, but will look to improve stations and access to them | | PTA/E |
| Need to improve pedestrian and cycle routes, with improved signing to key areas/buildings in the centre to get more people walking and cycling. | Agree will be given increased emphasis. | Yes | | |
| Need to improve publicity and clarity of information about transport services. Easier to understand and get it issued to people, rather than waiting for them to request it. Better promotion needed. | Agree, will raise issue with PTE information providers, to develop improvements. Also, personalised journey planning (PJP) will assist. | Yes | | PTE |
| Need to look at through ticketing. | Agree, difficult in deregulated market - will raise issue with PTE. There is currently a range of tickets available to capture medium to higher cost journeys. | Yes | | PTA/E |

| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
|---|---|---|---|---|
| Improvements needed at interchanges to create safer and more attractive environments. | Agree, key part of LTP2 strategy. | Yes | | |
| Moving around the conurbation is difficult. | LTP2 Strategy, in conjunction with LDF's, will continue to focus development in locations that are well served by public transport. | Yes | | |
| Highways need to be sensitive to all – business, bus users and car users. | LTP2 is looking in more detail at network management and will consider the needs of all users. | Yes | | Highways Agency (for their roads) |
| Quality Bus Corridors – cars are using bus lanes, more enforcement is needed. | Will be taken on board when implementing LTP2 | Yes | | |
| Encourage spread of job opportunities to other areas beside city centres, and promote public transport with new employers | Need to improve Greater Manchester economy but in a sustainable way. Development needs to be focused where it is accessible or can be made accessible within the funding constraints. An important matter for LDFs. | Partly | | District Economic Development Teams and Planners |

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| Comment | Response | Achievable in LTP2 | GMJTT Comment | Pass on to … |
|---|---|---|---|---|
| Concentrate on providing services and job opportunities in appropriate centres, concentrate some in regional centre if they are best delivered at this level, and others in town centres | Work with planners, part of Local Development Framework | Partly – LTP2 can contribute. | | District Planners |
| Promotion of QBCs and radial routes | Can be seen in LTP2 and in bus strategy | Yes | | |

| Comment | Response | Achievable in LTP2 | GMJTT Comment | Pass on to … |
|---|---|---|---|---|
| Better public transport services between towns outside Manchester, to prevent people having to come into Manchester and then out again. | Work with GMPTE and bus operators as part of accessibility strategy. | Yes | | |
| Better identification and information in Manchester city centre of bus stops and stations | Assess in pedestrian strategy and as part of strategy for PTE information | Yes | | |
| Needs to be a greater provision of secure cycle parking facilities. | Can be seen in cycling strategy. | Yes | | |
| Need to improve accessibility to the Regional Centre. | Accessibility will be a key part of LTP2 to all areas of Greater Manchester, including the Regional Centre. | Yes | | |
| Need to replace old rolling stock that gives a bad impression. | Operators are upgrading Rolling Stock, however finance is limited, and this is difficult to influence as part of LTP2 process. | Yes | | Train operators |

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| Comment | Response | Achievable in LTP2 | GMJTT Comment | Pass on to … |
|---|---|---|---|---|
| | | | | DfT |
| Need to consider overall GMLTP aims in light of the Northern Way (although the Northern Way is not specific enough to geographical areas in the north) | Agree, this can be seen in LTP. | Yes | | |
| Need to define the overall strategy for Greater Manchester and to demonstrate links with other policy areas – DfT will be looking for gaps in strategy and between strategies and policies. | Agree; encourage councils to work corporately with other authorities. | Yes | | |
| Need to continue Park and Ride which was excellent during the Commonwealth Games. | Work with bus operators to explore park and ride opportunities where appropriate. | Yes | | |

| Comment | Response | Achievable in LTP2 | GMJTT Comment | Pass on to … |
|---|---|---|---|---|
| More services e.g. health need to be developed on the periphery, centralising health services causes problems – they should be local. | Reducing travel time is an important issue when accessing services, but there is a need to be careful that benefiting one area does not a have a negative impact on somebody else. Accessibility strategy should help to improve this issue. | Yes | | |
| Need to reduce need for transport, while maintaining economic growth – too much transport causes health problems | Reducing the need to travel is a component of LTP2 and is a major part of the Local Development Framework. Not all transport modes are unhealthy!<br><br>An issue for facility providers e.g. health | Yes | | |

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| Theme 3: **Promoting Culture, Sports and Tourism** | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
| Night Time Culture – getting in is alright, travelling back out is not so good. | Revenue implications; operators decide on commercial basis and subsidy may be required for some night services. PTA/E have successfully initiated several night-time services. Determine demand for services and need for crime reduction strategies for further improvements. | Yes | Introduction of new services possible in some areas and will be explored in LTP2 | PTA/E |
| Improve co-ordination of events to avoid conflicts or an excess of travellers at one time. | Better co-ordination between Event organisers and Public Transport organisers is not something LTP2 can achieve directly, but can pass it on to relevant bodies, including police | No | | Events and public transport operators. |
| Integrate Public Transport ticketing with tickets for facilities/events. | Issue for Event organisers and Public Transport organisers- not something LTP2 can achieve, but can pass it on to relevant bodies. | Yes | | PTA/E events and other public transport operators |
| Can we learn lessons from Commonwealth Games??<br><br>Resident parking – more parking control at venues?<br><br>Joint funding? | Lessons have been learnt in terms of good reliable Public Transport, highway network and car park management. These are key components of LTP2 Strategy. | Yes | | |
| Produce tourism packs that include transport information for the Region in different languages. | Information is given great emphasis in LTP2. Refer comments to information providers. | Yes | | Tourist information providers<br><br>GMPTE |
| Improve accessibility of facilities outside Regional Centre, via public transport. | Will address as part of access work. | Yes | | |

| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
|---|---|---|---|---|
| Have more day/weekend/weekly tickets for all modes and all users. | Will raise with PTA/E. May be cost implications. | Yes | | PTA/E |
| Encourage walking in areas. | Yes, will continue to develop it. | Yes | | |
| Limited public transport in evenings/night-time means more use of cars<br>(more parking available, less congestion). | Revenue implications, operators decide on commercial basis and subsidy may be required for some night services. PTE have successfully initiated several night-time services. Determine demand for services and need for crime reduction strategies for further improvements. | Yes | | PTA/E |
| Difficult to recruit drivers/operators at night time – unsocial hours, safety and security concerns | Matter for commercial operators.<br><br>PTE S&S initiatives could be expanded. | Yes | Supported, but LTP2 unable to directly influence | Operators |

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| Comment | Response | Achievable in LTP2 | GMJTT Comment | Pass on to … |
|---|---|---|---|---|
| | | | | PTA/E |
| Taxi industry often blamed for not getting people away from pubs and clubs quickly enough. | LTP can only have indirect influence through taxi strategy. Direct taxi licensing through LAs. | Partly | | Local Authorities |
| Better integration needed between services e.g. bike/train and bike/bus. Better in Europe. | Agree. Integration a key part of the LTP strategy. | Yes | | |
| Travel choice will be reflected by cost and convenience of alternatives. | Agree. | Yes | | |
| Canals are now much more user friendly. There is much to be gained by promoting their use. | This will be developed during LTP2 | Yes | | |

| Comment | Response | Achievable in LTP2 | GMJTT Comment | Pass on to … |
|---|---|---|---|---|
| Park and Ride seen as an option but need to resolve cross boundary issues e.g. parking in Oldham to access Manchester city centre. | Agree. | Yes | | |
| Trafford Centre a concern– not enough being done to resolve congestion problems. | Highways Agency/developers/Trafford Centre Manager to resolve. | Partly, infrastructure implications on local highway network | | Highways Agency,<br><br>Developers,<br><br>Trafford MBC |
| Need a proper strategy for coach travel within the LTP – coaches are important for visitors especially the elderly. We need to consider whether coach services should be central or on the periphery. | Look at coach travel as part of public transport strategies in next LTP. | Yes | | |
| Guided busways are very important for promoting culture etc. | The benefits and constraints of guided busways are explored as part of LTP2 and the bus strategy | Yes | | |
| Public transport can be dirty and unreliable. | Operators can be encouraged to run cleaner vehicles. The GM authorities can work with operators to put measures in to increase punctuality. | Yes | | Operators<br><br>GMPTE |
| LTP2 needs to look at preventing car usage. | A ‘Stick and Carrot’ approach is best, and need to make sure that adequate alternatives are available. | No | | |
| Need to consider removing the car from town centres to improve access. | The scope for more pedestrianisation can be looked at in the Regional and District Centres. | Yes, where appropriate | | |
| Need to improve/extend public transport for evening and weekend events | Work with bus operators/GMPTE | Yes | | Bus Operators GMPTE |

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| Comment | Response | Achievable in LTP2 | GMJTT Comment | Pass on to … |
|---|---|---|---|---|
| Need to address LTP scheme delivery issues. Underspending is a problem (e.g. on QBCs) and we need to invest in delivery methods and staff/skills. | Agreed | Yes | | |
| Need to address local tourism trips that are mainly made by car. LTP2 needs to cater for local tourism – LTP1 did not cater for local trips apart from cycling. | All modes of transport accessing Tourism and Leisure in Greater Manchester will be explored. | Yes | | |
| Need to develop Park and Ride better to accommodate more tourism. | Park and Ride options to be explored where appropriate. | Yes | | |
| Could use community and ambulance transport be used to complement tourist transport. | Will raise with community transport operators. PTE Best Value pilot on social needs transport to explore this issue. | Yes | | |
| Need to use subsidies better to provide more integration between modes e.g. Peak Wayfarer. | Work with GMPTE and public transport operators | Yes | | Operators<br><br>GMPTE |
| Need better promotion of integrated ticketing and services. Range of products is currently good but they are not promoted enough. | Work with public transport operators and GMPTE | Yes | | Operators<br><br>GMPTE |

| Theme 4: **Improving Connectivity** | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
| More needs to be done to encourage walking trips. | Agree. As in workshop 1. | Yes | | |
| Improved crossing facilities are also required. | Agree – will continue to address. | Yes | | |
| Youth groups/anti-social behaviour. | Safety and Security/Crime and Disorder issue. | Partly-, an example an investment in CCTV at bus and rail stations | | Local Authorities/Home Office<br><br>Police |
| Lack of continuity in services. | Agree but LTP cannot directly influence. | Yes | | PTA/E<br><br>Operators (via voluntary agreements) |
| Frequent changes causing information difficulties. | Agree, but not LTP matter. Being addressed by PTE as part of info strategy. | Yes | | PTA/E |

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| Theme 4: **Improving Connectivity** | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
| Taxi sizes (e.g. 8 seaters), and semi-fixed routes with independent fares. | As part of DRT in areas of very low demand but down to taxi ops to make vehicles available. | Yes | | Taxi operators |
| Competition laws and deregulation of bus services work against better services. | Bus regulation may be the solution in some cases. PTA/E investigating Quality Contracts | No | LTP unable to influence | Central Government |
| Need to develop orbital routes. | Agree. But only going to be where flows are heavy enough to justify. | Yes | | |
| Cycling and walking should not be considered as a reasonable means of transport over 5 m. | The LTP does not state this – it only encourages these modes for trips up to 2 miles. | Yes | | |
| Need for local orbital movements in smaller sectors. | Explored as part of Accessibility Strategy. | Yes | | |
| PT network needs expanding to reflect current job distribution. | Agree – but there are revenue considerations to operating such services. | Yes | | GMPTE |
| Need for a large integrated network. | Agree. | Yes | | |

| Comment | Response | Achievable in LTP2 | GMJTT Comment | Pass on to.. |
|---|---|---|---|---|
| Orbital movement could be better to service hospitals etc. | Agree, will support if numbers warrant subsidised services. | Yes | | |
| Orbital routes to connect via rail stations to create better network. | Agreed subject to physical feasibility. | Yes | | |
| Need more direct routes to destinations instead of going through centres. | Agree but if operators will not provide commercially, cannot afford new subsidised services | Partly | | |
| Need bus and train stations linked into one transport node. | Agree, integration but subject to deregulation. LTP can provide physical facilities but need operators to agree/comply. | Yes | | Bus operators |
| PT seen as second class, needs quality improvement. | Agree. Aiming to improve quality. Need operators to also improve quality. | Yes | | Bus operators |
| Most people want direct journeys to avoid waiting time at stations. | Not all journeys can be provided, interchange often unavoidable. | No | | |
| Rail stations often badly located in relation to town centres. | Agree with point but limited funding for rail investment over LTP2 because of current climate. Would aim to do small things, e.g. safer walking routes. | Partly, dependent upon funding | Prospects are limited | PTA/E,<br><br>SRA |

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| Comment | Response | Achievable in LTP2 | GMJTT Comment | Pass on to.. |
|---|---|---|---|---|
| | | | | DfT |
| More DRT. | Agree, will be expanding wherever financially and practically feasible. | Yes | | |
| Need to consider Quality Bus Partnership Scheme instead of QBCs that need to be more cohesive. | Agreed as first preference | Yes | | |
| Need to consider circumferential routes which are not supported by the current road network | Agreed, will be explored with bus operators. Will look at as part of accessibility strategy. | Yes | | Bus operators |

| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
|---|---|---|---|---|
| Need to be more flexible and adopt more 'joined-up' thinking. We need to tie together transport and land use planning and to consider overall picture not each mode individually. | Agreed, a comprehensive approach is needed via LDF documents. | Yes | | District Planners |
| Need to put the vision in place to deliver innovative solutions and to consider peoples' lives not just the LTP document. | Agreed, innovative solutions will be needed for radical change given finance available. | Yes | | |

| Theme 5: **Raising Levels of Education and Skills** | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
| School run seen as a problem.<br><br>LEAs should take budget ownership. | Agree but LEAs not always willing to take responsibility. | No | LEA responsibility | LEAs via travel co-ordinators |
| Stagger school start/end times to make better use of school buses. | Agree, but LEAs not always willing to take responsibility. Matter for individual schools | No | LEA/school responsibility | LEAs via travel co-ordinators |
| Parental choice adds to travel dispersion as does larger sites and smaller schools closing | LEA issue and individual schools. | Difficult to alter but do work with schools as part of school travel plan | | |
| Parents don't trust public transport – vicious circle of unreliable services encourages car reliance attitude, | Agree, aiming to improve reliability of services | Yes | | Operators<br><br>GMPTE |
| Have to start to consider making it more difficult to use cars, e.g. road charging. | Unlikely for LTP2 – for longer-term consideration- need to consider all impacts | No | | |
| Revenue concern that school travel planners are too thinly spread across the county to be effective. | Cost not LTP matter as revenue item but support school travel planning. Government financial matter. | No, but supported | | Local Authorities via travel co-ordinators |

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| Theme 5: Raising Levels of Education and Skills | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
| | | | | Government |
| Walking and cycling to school should be promoted for health reasons. | Agree, safe cycling and walking to school is key part of LTP 2 and is implemented through safe routes to school | Yes | | |
| Should be provision of evening transport for courses at community centres | DRT could fulfil this role. | To be explored | | PTA/E |
| Education establishments to have travel plans, including information points | Working towards this in LTP1, will continue in LTP2 | Yes | | |

| **Comment** | **Response** | **Achievable in LTP2** | **Comment** | **Pass on to …** |
|---|---|---|---|---|
| Lack of a local network for those aged 16-19 in Wigan and Oldham. The bus network should serve schoolchildren all over North West, not just Greater Manchester. | Work with bus operators and examine as part of Regional Transport Strategy. | Yes | | |
| Ticketing to be more flexible to reflect work/leisure lifestyles | Work with bus operators and GMPTE to develop further new ticketing arrangements. | Yes | | GMPTE<br><br>Bus Operators |

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| Theme 6: **Creating Sustainable Communities** | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
| Public transport needs to be in place before developments are finished as people unlikely to change mode | Agree, use section 106 agreements | Yes | | |
| Good public transport route provision in new housing developments | Agree, but for developers and PTE to secure | Achieve through developers | | PTA/E |
| Railways stations – developers to pay for increased land values when railway stations provided. | No current legislative provision for this at current time. | No | | |
| Few large scale developments which can increase rail patronage | No change to this situation foreseen because most development will continue to be on small brownfield sites | No | | |
| Greater liaison needed between businesses and public transport to provide locations people want to go | Development framework matter, not LTP. Consult with business sector | No | | |
| Shops, schools and health centres should be accessible by all modes | Agree. Deliverable by implementing LTP accessibility strategy | Yes | | |
| Mobile shops rather to people rather than transport to shops | Not LTP issue – not trying to increase journeys, would prefer more local, but not deliverable through LTP. | No | | |
| Link poor areas with out of town management | Agree, DRT. | Yes | | |
| Linking local shops with major supermarkets | Not LTP issue, though people's access to fresh food is part of accessibility strategy. | No | | |
| Promote walking and cycling to decrease obesity | Agree | Yes | | |

| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
|---|---|---|---|---|
| No active promotion of train-cycle link. More security for storing bikes at stations. | Has been ongoing improvement and cycle storage at stations. | Yes | | |
| Bike hire centres. | Unlikely to be financially feasible without some form of financial support | No, but supported | | |
| Cycle lanes are dangerous, particularly at junctions. Network often incomplete. | Aiming to secure continuous facilities where possible, but not always feasible. Have to balance needs of all road users. | Yes | | |
| Separate lanes for cycles and buses for safety. | Aiming to secure continuous facilities where possible, but not always possible. Have to balance needs of all road users. | Partly, supported wherever possible | | |
| Bus lanes need to be more continuous. | Aiming to secure continuous facilities where possible, but not always feasible. Have to balance needs of all road users. | Partly, supported wherever possible | | |
| Buses need to be able to go faster than cars in congestion to encourage car users to change mode. | Agree, but bus lanes restricted as above. As QBC programme progresses in LTP2, this should more often be the case. | Yes | | |
| Resources | LTP2 examines the environmental | To be assessed | | |

# Consultation & Engagement Report 1

| Comment | Response | Achievable in LTP2 | GMJTT Comment | Pass on to … |
|---|---|---|---|---|
| ● Those that are used now should be sustainable in the future<br>● What is provided now should include future needs | costs and benefits of various transport options as part of Strategic Environmental Assessment | | | |
| Transport opens up everywhere-although economic regeneration does not necessarily "ripple out' to all areas. Neighbourhoods are often forgotten with too much dominance on the regional view | Work with economic development and land use teams. | To be assessed | | |
| People should be encouraged to live where they work, however transport is provided to allow for choice. | Mixed-use developments part of Local Development Framework. Will explore provision of public transport, walking and cycling facilities in new areas of development | Partly LTP2, Partly LDFs | | |

| Theme 7: **Reducing Crime** | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
| Introduction of Community Safety/Beat officers | There are officers in several Local Authorities, will raise with other authorities. | No | | Local Authorities/Police Authority |
| Support of local businesses needed, especially to remove rubbish that can be used for missiles to throw at public transport | Will raise with relevant organisations. | No | | Local Authorities |
| Gating of Alleyways to be explored | This is being developed by a number of authorities-difficulties in using LTP funding however | No | | Local Authorities |
| Introduction of CCTV | Supported, but is a Safety and Security/Crime and Disorder issue | Partly | | Local Authorities |
| Introduction of yellow school buses to improve standard of behaviour. | Bid was unsuccessful in LTP1 but will submit again. A pilot is taking place currently, and the principles are being used. | Yes | | PTA/E |
| Improve public transport waiting environments | Key part of LTP2 | Yes | | |
| Marketing needed to counteract bad 'word-of mouth' reporting. | Will be passed to travel awareness officers | Yes | | Local Authorities, |

# 1 Consultation & Engagement Report

| Theme 7: **Reducing Crime** | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
| | | | | PTA/E |
| All LTP schemes should have Road Safety Impact Assessment. | Road accident prevention sub-group will consider and give advice to authorities when drafting LTP work programmes. | Yes, but has resource implications | | Local Authorities |
| Reduced crime appears to help sustainable communities | Agreed, have developed partnerships to reduce crime on public transport | No | | Local Authorities/Police Authority |
| Transport helps to create the presence of people in an area that tends to help in the reduction of crime. | Agreed | Yes | | |

| Theme 8: **Improving Health and Healthcare** | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
| Promote practical, not hypothetical, walking and cycling routes that are realistic for users. | Agree. | Yes | | |
| Transport information at health services should be well maintained and up to date. | Agree, but PTA/E responsibility. | Yes | | PTA/E |
| Link health appointments to public transport timetables. | Health Authority issue, though will explore as part of accessibility strategy | Will explore | | Health Authorities |
| Hospital travel schemes should be promoted. | PTE engaging PCTs to explore using hospital transport | Yes | | PTA/E<br><br>Health Authorities |
| Cashless voucher type schemes should be available for low-income groups to use public transport. | Revenue matter for PTE, though could be expensive | Unlikely | | PTA/E |
| Integration of routes of transport to health services, ambulance services, social services transport, APT etc. | Will investigate as part of LTP | Yes | | PTA/E<br><br>Districts/Health Authorities |
| Electronic booking system covering all modes and including return journeys from appointments would be helpful. | Will investigate as part of LTP. | Yes | | PTA/E |

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| Theme 8: Improving Health and Healthcare | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
| | | | | Districts/Health Authorities |
| Reduction in number of interchanges in public transport journeys to health appointments. (More direct routes?) | Work with bus operators as part of accessibility strategy. | Will explore | | PTA/E, Operators |
| Health services linked to transport hub. | Work with bus operators as part of accessibility strategy | Yes | | PTA/E, Operators |
| Partner services should share facilities. | A matter for corporate discussion | Possibly | | Health Authorities |

| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Pass on to …** |
|---|---|---|---|---|
| Walking and cycling education should be introduced at early years to promote healthy and sustainable lifestyles. | Work with schools working to new national standard. | Yes | | |
| Create confidence around using public transport, particularly around safety and crime perceptions. | Assess how current promotion can be improved | Yes | | |
| Walking and cycling pathways should be promoted in communities, particularly around more direct routes to services and other modes of public transport. | Assess how current promotion can be improved | Yes | | |
| Walking and cycling pathways should also be promoted in Business Parks. | Yes, where appropriate | Yes | | |
| Need for national walking and cycling strategies that address safety. | National documents are a matter for central government, though LTP2 guidance does have significant information regarding road safety. | No | | Central Government, Department for Transport |
| Diversity of choice for health and education facilities often reduces the practicality of walking and cycling. | Agreed - Accessibility Strategies need to take this into account. | Yes | | |
| Interchanges and walking routes need to be improved, particularly for journeys that also use public transport | Agreed - this can be seen in accessibility strategy | Yes | | |
| Linked national information campaigns with other agencies | Agreed – these are best when conducted on a national basis | Matter for central government | | Central government, DfT, Heath, Environment |

# 1 Consultation & Engagement Report

## Session 2 - Stakeholder Aspirations for LTP2

**In this session, stakeholder groups were asked what aspirations they would like to see included in the 2nd Local Transport Plan.**

| What Stakeholders would like to see in LTP2 | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Passed on to** |
| Strong connection between transport and land-use policies. | Agreed, land use is a very important issue for LTP2 | Yes | | |
| Joint thinking by 10 authorities with cross-party policies fully accepted by GM as a whole. Authorities should be held accountable to their commitment (e.g. to school travel plans). | Agreed | Yes | | |
| Regional Spatial Strategy made statutory. | National issue | No | | Central Government |
| 106 obligations pooled (e.g. staff travel plan) | Agreed | Yes | | |
| Authorities penalised for using Single Capital Pot for anything other than transport | Any regulation on what the SCP should be used to must be made at a national level. | No | | District/Central Government |
| Revenue/capital arguments need to be sorted out | National issue | National Issue | | Central Government |
| Underspend from LTP1 carried forward to LTP2 | National issue | National Issue | | Central Government |
| Investment by external bodies e.g. PT operators shown in LTP (including external improvements will improve overall LTP score) | Agreed, will indicate improvements which have been made by bus operators | Yes | | |
| More commitment to targets and better monitoring and reporting of progress towards them. | Constantly looking at how transport reporting can be improved, whilst observing the national guidance of Local Transport Plans | Yes | | |

| **Comment** | **Response** | **Achievable in LTP2** | **GMJTT Comment** | **Passed on to** |
|---|---|---|---|---|
| More focus on delivery. All schemes should have clear delivery mechanisms with more design and delivery groups to complement working groups | Delivery is a high priority. Cost and time restrictions often prevent formation of the additional groups advocated; these comments will be passed on to relevant officers. | Yes | | Districts |

# Consultation & Engagement Report 1

| Comment | Response | Achievable in LTP2 | GMJTT Comment | Passed on to |
|---|---|---|---|---|
| | | | | PTA/E |
| Long term funding for Travel Plans with more commitment and infrastructure to support them. | Agree that officers working on travel plans are important, Matter for DfT. | Matter for DfT | | Department for Transport |
| Less consultation for consultation's sake. Any consultation should be about what we are going to do now not how we should do what was already promised. | Consultation takes various forms and it is often necessary to consult on the detail of schemes that have already been the subject of consultation on the principle. In addition, changes made as a result of consultation or altered circumstances may need re-consultation. | Yes. | Will seek to have increased purpose and clarity | |
| More, better-qualified and trained staff in Local Authorities and PTE with less reliance on external consultants. | There is a shortage of transport and land use planners and engineers nationally. Using consultants is useful to smooth out peaks and troughs in workload. | No | | |
| Better trained traffic management staff | Traffic Management Staff are highly trained, and often attend courses to further their knowledge and skills. This will be further required as part of the traffic management act. | Yes | | |
| More money invested in parking | Parking needs to be considered carefully within the context of the integrated transport strategy, and provision may need to be restrained where major public transport investment is being made, as part of demand management. | Possible | | Local Authorities |
| More priority for road safety. | A key priority for Government | Yes | | Local Authorities |
| Speed management strategy with a holistic approach to deliver on targets | Speed management is reviewed as part of LTP2 | Yes | | Local Authorities |
| More funding for cycle training. | A matter for local politicians to prioritise | Possible | | Local Authorities |
| Cycling specialist (engineer) to support cycle groups. | A lack of funding prevents a full-time officer. Currently a GMJTT officer undertakes this role. Local authorities have their own officers. | Unlikely | | |
| LTP2 needs to be public transport led, but more positive on how to deal with the rising levels of traffic congestion. | LTP2 working towards this | Yes | | |
| Demand management needs to be a central theme. | This is a key part of LTP2 | Yes | | |
| Need to assess time scales and advantages/disadvantages of different large-scale schemes. | Major schemes undergo rigorous analysis in short time scales | Yes | | |
| Needs to be better promotion of public transport facilities | Agreed- GMPTE promotion has received positive feedback. Promotion often needs to come from transport operators | Yes | | Operators |
| A need to help employers develop travel | LTP2 working towards this | Yes | | |

# 1 Consultation & Engagement Report

| Comment | Response | Achievable in LTP2 | GMJTT Comment | Passed on to |
|---|---|---|---|---|
| plans, and realise the wide range of benefits that a more sustainable approach can bring. | | | | |

| Comment | Response | Achievable in LTP2 | GMJTT Comment | Passed on to |
|---|---|---|---|---|
| Traffic Calming should be a priority | LTP2 focuses shared priorities i.e. Road Safety, Accessibility, Congestion and Air Quality. Traffic Calming will be considered as part of Road Safety | Yes | | |
| Police need to be more involved | Wide range of stakeholders needs to be involved in process. LTP2 cannot be delivered in isolation. | Yes | | Police |
| Need to progress more softer measures, particularly the promotion and provision of information on transport. Include in this signing to key facilities/buildings | Agreed | Yes | | |
| Need consultation to ensure delivery of what people want and to publicise new schemes. | Agree, district responsibility to consult on and promote schemes. | Yes | | |
| Improve quality of buses | LTP2 cannot pay for new vehicles. Operators are responsible, and LTP can only lobby. Some operators are providing new quality vehicles. We can however invest in yellow buses and we could ask for improved quality of vehicles on tendered services, although this would be at a cost. | Yes | | Operators |
| Need to get more out of existing rail networks, as expansion is not going to be an option. More environmental improvements to make train and stations safer and more attractive. More mixed use stations throughout the network | Agree, PTE rail plan addresses this: LDF's will also have a role. Network Rail needs to maximise assets e.g. Victoria Station | Yes | | Network Rail |

| Comment | Response | Achievable in LTP2 | GMJTT Comment | Passed on to |
|---|---|---|---|---|
| Buses are often the most realistic and cost effective way of making transport improvements. Need to provide more facilities and more enforcement of bus lanes. | Depends on need, LTP2 will continue existing programmes and look at creation of new facilities | Yes | | |
| Infrastructure needs to be improved<br>● Safety and Security<br>● RTPI<br>● Environment | Agree, quality needs to be improved. Value for money is important, not just a question of resources. | Yes | | |
| Regional Spatial Strategy – NWRA and LTP people need to work together | Agree. | Yes | | |
| Need to raise profile of Travel Planning. Use Halton as an example of developing individual Travel Plan Services | Agree, will refer to GM Travel Plan Co-ordinator. | Yes | | |
| Congestion Charging – use money to develop new schemes | Premature, no scheme as yet, and a public debate is needed. Demand Management iare explored part of LTP2. | Premature to say | | |

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| Comment | Response | Achievable in LTP2 | GMJTT Comment | Passed on to |
|---|---|---|---|---|
| Pay increases for bus drivers to reflect their responsibilities/duties, but first need to encourage more bus usage | Not LTP2 issue regarding pay. LTP2 does seek to encourage greater bus usage. | Would support, but operator issue. | | Operators |
| Buses always seem full (mostly at peak times) on QBC routes, more are needed. | Commercial judgement for operators, but agree need to ensure adequate capacity. | Yes | | Operators |
| Need to be strong about on-street parking, as it causes problems for general traffic flow, as well as movement of buses and cyclists. Also a key contributor to child accidents | Agree that consistent approach is needed and District parking enforcement will assist, being extended to all authorities by the start of LTP2. | Yes | | |

| Comment | Response | Achievable in LTP | GMJTT Comment | Passed on to |
|---|---|---|---|---|
| Public health is about preventative care/transport policy can help tackle this. | Agreed, is incorporated in cycling, walking and air quality strategies and can be seen in SEA | Yes | | |
| Community group participation so that local people know what is occurring and so that they can say what they want, where they want to go and at what time they want to travel. | Agree, will be done as part of engagement strategy. Councils to consult before implementing transport schemes. Local Strategic Partnerships have a role. | Yes | | |
| Increase the role and people's perception of the bus to increase public transport opportunities to people. | Promotion needed, and will be explored during LTP2 period. | Yes | | |
| Government change can also cause the transport system to become complicated as if a new government comes in, it might have different objectives on transport. | Agreed, but out of hands of Greater Manchester authorities | N/A | | |
| Businesses don't care about having parking problems as their business depends on much more important problems than having car parking space free. | Is important that travel plan process stresses to businesses benefits of modal change to employees. | Yes | | |
| There are car allowances for jobs, but no public transport allowance, therefore discriminating against the public transport user. | Employees should be able to claim back travel costs incurred for work purposes. | No | | Inland Revenue<br><br>PTA/E |

# 1 Consultation & Engagement Report

| Comment | Response | Achievable in LTP | GMJTT Comment | Passed on to |
|---|---|---|---|---|
| | | | | District Councils |
| There should be tax advantages for season tickets on public transport for firms. There should also be more tax disadvantages on free parking spaces in town. | Will be explored as part of demand strategy, although they can only be advocated to Government. | No | | Central Government/Inland Revenue |
| Town Centre managers need to be included in trying to help increase PT patronage. | Agreed | Yes | | |
| Could use tramways and rail lines to run buses as well, this would reduce journey times and increase capacity of under utilised rail lines. | Will be explored as part of public transport strategy | Yes | | |

| Comment | Response | Achievable in LTP2 | GMJTT Comment | Passed on to |
|---|---|---|---|---|
| LTP2 shouldn't be fixed by the GM area, it should be bigger, where it needs to be to address strategic travel issues and smaller where the focus is on local issues. | Co-operation with neighbouring LTP authorities should ensure that cross-boundary issues are addressed; Greater Manchester City Region planning concept will be addressed in transport terms | No. | Co-operation will occur, LTP2 to be Greater Manchester area | |
| Need to link to other agendas, e.g. Health Care Centres, can't afford high land costs to locate next to best public transport routes. | Matter for district councils Local Development Framework, though access to health care will be part of accessibility strategy. | Yes | | Local Authorities |
| More Public Transport Information needed to give travelling public greater confidence in bus services. | Public Transport Information to be developed as part of LTP2 | Yes | | |
| Need stability in public transport service provision. | Agreed, work with bus operators. | Yes | | Bus operators |
| Local rail network – need to address fares differences from N. E. Cheshire to regional centre, compared to other parts of Greater Manchester | Matters for PTA/E but there are cost implications. | No | | PTA/E |

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| Comment | Response | Achievable in LTP2 | GMJTT Comment | Passed on to |
|---|---|---|---|---|
| | | | | Train operators |
| Bus passengers need an “official” voice as an equivalent to Rail Passengers Committee. | PTA run local transport forums for bus passengers to air their views. There is also a North West Transport Users Forum | No, the funding required is a revenue issue | | PTA/E |
| LTP needs to be more carrot and less stick. | LTP2 will be about giving people alternative modes to use | Yes | | |
| Cost of motoring involves too many fixed costs; need to move to costs at time of use approach. | Premature, no scheme as yet-would be an issue for National Government and insurers. Looking at Demand Management issues as part of LTP2. | Unlikely | | |

| Comment | Response | Achievable in LTP2 | GMJTT Comment | Passed on to |
|---|---|---|---|---|
| Greater focus on small schemes rather than big schemes, e.g. improve facilities for walking/cycling. | Agree, this is a key part of LTP2. | Yes | | |
| A move towards car restraint/road charging. | This will begin to be explored, though unlikely in LTP2 period. | Yes | | |
| A Health Impact Assessment so we can be clear about causal chains – lack of physical activity is building up a big future health problem. | Part of Strategic Environmental Assessment. Cycling and Walking to be important in LTP2. | Yes | | |

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| Comment | Response | Achievable in LTP2 | GMJTT Comment | Passed on to |
|---|---|---|---|---|
| The LTP should be people focused not infrastructure focused. | Agreed | Yes | | |
| The best use needs to be made of scarce resources. | Agreed | Yes | | |
| A reduction in city centre congestion so buses can operate more reliably and taxi fares for users will be lower. | LTP2 and bus strategy looks at measures that can go in on the ground to increase bus punctuality. | Yes | | |
| Better cross boundary travel (e.g. Lancashire to G.M) needs to be promoted. | Promotion and Marketing to be reviewed in LTP2, co-operation with Lancashire, as a neighbouring authority, will take place. | Yes | | |
| Quality contracts should not be promoted at the expense of local rail services. | Quality Contracts may be explored as part of LTP2, but local rail services will also continue to play a major role. | Yes | | |
| Should challenge government guidance which is too London based. | Problems that there is only one LTP guidance document yet LTP issues vary across country e.g. Shire, Unitary, and Joint Mets. London has a different system. | No | DfT | |

| Comment | Response | Achievable in LTP2 | GMJTT Comment | Passed on to |
|---|---|---|---|---|
| House Builders and Estate Agents need to have good public transport information for potential house purchasers. | Will pass on to relevant organisations | Not matter for LTP2 | | House Builders and Estate Agents |
| GMPTE needs to be more innovative in how it funds/capitalises expenditure. | Will explore this in LTP2 | Yes | | |
| Accessibility planning will only work if schools/colleges and hospitals are fully committed. | Agreed- this is key part of Accessibility Strategy | Yes | | |
| Need to approach central government for funding of major schemes, and reductions in delivery times. | This currently occurs | Yes | | |
| Use road hierarchy when prioritising improvements through LTP2 | Agree, review LTP1 and District hierarchy | Yes | | |
| Promote and develop Greenway Routes throughout GM | Need to focus on practical routes (limited resources) | Yes | Other non-LTP funding sources may be available. | |
| Reducing the need to travel. Land use planning is the best way of controlling demand to travel. Need more control and integration | Land use planning is part of the solution. | Yes | | Local Authorities |

# Consultation & Engagement Report 1

## Pre-Conference Issues

**Before the meeting commenced, stakeholders were given the opportunity to comment on various Greater Manchester Transport issues by writing comments and attaching them to the appropriate labels.**

| Quality Bus Corridors | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | **Comment** | **Passed on to** |
| Re-regulation does not equal better bus services. | Agreed, re-regulation does not automatically mean improvements. | Not issue for LTP | | PTA/E |
| Traffic lights on QBCs are set to favour all road traffic over pedestrians. "Sustainable Communities" wouldn't have to wait so long to cross the road. | QBC corridors do try and decrease bus journey times, but not at the expense of pedestrians. QBC corridors often have an increased amount of pedestrian crossing facilities. | Yes | Will ensure that timings are set up correctly | PTA/E |
| Lift Up – Lanes for cycles out of the traffic. | To be explored as part of cycling strategy | Yes | | |
| Buses need segregated lanes to be reliable and delivery of the QBC's is lamentably slow.<br><br>LTP2 needs to address practical issues of delivery targets and resources to overcome this. | LTP2 to explore how to increase punctuality and speed up QBC journey times. Should recognise delays caused by consultation requirements and resolving subsequent objections. | Yes | | |
| Bring back bus regulation. Too many buses on some routes, not enough on others. QBCs and extra long buses are dangerous to cyclists. | PTA/E investigating Quality Contracts, which may be a regulation-type solution but only in certain cases. | Not issue for LTP | Yes | PTA/E |

| Freight | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | | **Passed on to** |
| Question whether FQPs are the answer, but whatever is the solution it needs much more intellectual consideration than hereto. | FQP working constructively, within constraints that exist. | N/A | Carry on in the development of FQP | |
| Move onto the rail with local interchanges. | Freight modal shift to be encouraged in GM Freight Strategy. | Yes | Depends on delivery of one or more of the current proposals for interchange sites. | |

| Partnership Working | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | | **Passed on to** |
| Do not forget colleges and universities. The FE/HE sector has a huge impact on transport. Need for co-ordinated Travel Plans – Co-ordinators in each college and university? | College and University travel plans to be a part of LTP2, and Local authorities are working with many of them. Funding would need to be provided, either through or through a national programme for | Yes | | DfT |

# 1 Consultation & Engagement Report

| Partnership Working | | | | |
|---|---|---|---|---|
| **Comment** | **Response** | **Achievable in LTP2** | | **Passed on to** |
| | the co-ordinators. | | | |

## List of Invitees to Vision Conference

| |
|---|
| Manchester City Council |
| The AA |
| British Motorcyclist Federation |
| Greater Manchester Pedestrians Association |
| GMCVO |
| Trafford North PCT |
| Davies Wallis Foyster |
| GM Cycling Campaign |
| GMTCC |
| Greater Manchester Transport Resource Unit |
| Freight Transport Association |
| Regional Director, Road Haulage Association |
| Stockport PCT |
| CPRE |
| Rail Passengers' Council for the North West |
| Government Office for the North West |
| GONW, Transport Officer |
| Highways Agency |
| Manchester City Centre Management Company |
| East Manchester Community Forum/EMCN |
| Community Transport Association |
| Community Minibus Agency |
| STORM |
| Disabled Advisory Group - Manchester |
| Mid-Cheshire Rail Users Association |
| Flixton/Urmston Rail Users Group |
| Goyt Valley Rail Users' Association |
| Manchester Friends of the Earth |
| Taxi Owners and Drivers Association |
| Countryside Agency |
| Sustainability Northwest |
| Centre for Health Promotions, Stockport PCT |
| Greater Manchester Accessible Transport Limited |
| Bolton Environment Forum |
| CPT - North West |

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| |
|---|
| Manchester City Council |
| Greater Manchester Waste Disposal Authority |
| British Waterways Board |
| Peak and Northern Footpaths Society |
| Manchester Ship Canal/Peel Holdings |
| First Manchester |
| Arriva North West |
| Maynes Buses |
| Bluebird Buses |
| Blue Bus and Coach |
| R Bullock Buses |
| Finglands Buses |
| Trent Buses |
| Rossendale Transport |
| Lancashire United/Burnley and Pendle |
| South Lancs Travel |
| Greater Manchester Bus Operators Association |
| Stagecoach Manchester |
| Trafford Centre/Peel Holdings |
| North West Transport Activists Roundtable/Transport 2000 |
| Ramblers Association |
| Manchester Civic Society |
| Bury Environment Forum |
| Tameside Strategic Partnership |
| Local Community Partnership |
| Rochdale Centre of Diversity |
| Stockport MBC |
| Wigan MBC |
| Manchester Chamber of Commerce |
| Oldham Primary Care Trust |
| Oldham MBC |
| Wigan MBC |
| Manchester Metropolitan University |
| First Manchester |
| Chief Executive - MIDAS |
| Manchester Ship Canal/Peel Holdings |
| AGMA |
| SERCO NedRailways |
| North West Regional Assembly |
| North West Regional Planning Manager |
| Robert Turley Associates |

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| |
|---|
| Manchester City Council |
| North West Development Agency |
| Arriva Trains Northern |
| First North Western Trains |
| Network Rail |
| GM Police |
| Virgin Trains |
| RAC PLC, Chief Executive |
| CPRE Lancashire Branch Transport Campaign Group |
| Ramblers' Association in Greater Manchester |
| Friends of the Earth |
| Greater Manchester Chamber of Commerce |
| Greater Manchester Police |
| Highways Agency |
| NWRPC |
| North West Regional Assembly |
| Chief Executive - GM Strategic Health Authority |
| Director of Public Health- Ashton, Leigh and Wigan |
| GM Ambulance Service |
| President of Manchester University and UMIST |
| GM Connexions - Development Manager |
| North West Learning and Skills Council |
| Manchester Employer Coalition |

# Consultation & Engagement Report 1

## 1.5.3 Responses and Comments from Chamber of Commerce Events

## Appendix 2

These tables are the comments received to the chamber of commerce consultation events described in chapter 2.2 under a number of headings, alongside the responses made by the Greater Manchester Joint Transport Team.

Responses made by representatives in **Manchester , Salford and Trafford Centre, February 1st 2005**

### Manchester , Salford and Trafford Centre
### Chamber of Commerce meeting, February 1st 2005

*Has Transport Investment been effective over the last 5 years?*

### Bus

| Commerce Comment | Response |
|---|---|
| There have been few infrastructure improvements | Infrastructure improvements have been undertaken, and preliminary work has also been on-going. |
| Staff Require local services that service residential (areas within 3-4 mile radius). Lack of orbital routes, difficult for lower-paid staff as they often have to get two buses, the routes need to fit shifts | Accessibility to the workplace is a key component of LTP2 and software is being used to identify hotspots for improvement. When these hotspots have been identified, work will be undertaken with operators and identifying a role for demand responsive transport. |
| Evening services, Boxing Day and Public Holiday services for staff very poor at Trafford Centre | Will explore with bus operators. |
| Better publicity has occurred. However, more innovative information needed at major interchanges (especially major stations) | Will explore as part of public transport strategy. |
| Poor transport facilities at Trafford Centre/Park | Explore with Trafford Centre/Park, bus operators and GMPTE |

### Rail

| Commerce Comment | Response |
|---|---|
| Not enough rolling stock capacity, giving congestion in GM Hub | This is a problem in many conurbations' nationally. GMPTE may have more powers in next few years so problems should be explored. Likely to be addressed in the ITS |
| Very expensive fare structures | GMPTE can subsidise season tickets etc. but train operators primarily set costs in a deregulated market, subject to fares 'basket' with PTE influence. |
| Reliability issues | Reliability is slowly being improved. The new Northern franchise intends to address this. |
| Information on services needs improving | Public Transport Information to be explored as part of LTP2. |
| There has been effective investment in Piccadilly station | Agreed |
| Salford stations poor: Need facelift not a pleasant experience | Serco/Nedrail operate Salford stations. Can work with operators, but difficult to influence as part of LTP process. There is a scheme in place looking at upgrading Salford Central station. |
| Poor access: Rail: Trafford Centre | There are proposals for Metrolink in the future |

### Light Rail

# 1 Consultation & Engagement Report

| Commerce Comment | Response |
|---|---|
| Small stations: Poor facilities/Access | Improvements to Metrolink will be explored in LTP2 |
| Information could be improved | Improving journey information to be explored as part of public transport strategy. |
| Increased capacity required | Improvements to Metrolink will be explored in LTP2 |
| Maintenance investment | Investment in maintenance has occurred over last few months- the £100m bid to DfT includes much spending on maintenance |
| Full support for Phase 3, Value for Money though even high cost | Discussions with government on-going about best way forward for LTP2 |
| Trafford Centre needs Metrolink: route planned etc. | Work underway on Metrolink route form Manchester city centre to Trafford Centre, but not part of Phase 3. |

## Other

| Commerce Comment | Response |
|---|---|
| Provisions for cycles/safety. Cycle lanes could be improved | Further cycling measures are included in LTP2. |

## Investment Priorities for LTP2

| Commerce Comment | Response |
|---|---|
| Park and Ride, parking at stations | There is large amount of under-utilised car parking at rail stations around Greater Manchester; schemes for expanding park and ride at well-used sites will continue in LTP2. |
| Properly marketed P&R (like at Xmas)- people don't know how to use buses, got to be as cheap as car | Park and Ride will be explored as part of LTP2 strategy. Christmas park and ride is expensive to operate in relation to benefits achieved |
| Long term view of changing people's mode, information | Improving journey information can be seen as part of public transport strategy. |
| Interchanges need to be safe, secure, accessible | Agreed, Work is on going in improving Interchanges. |

# Consultation & Engagement Report 1

| Commerce Comment | Response |
|---|---|
| Integrated ticketing across all modes, and then marketing as a consequence of this. | There is some integration between modes, but full integration to be explored. System 1 tickets have been introduced but still issue of single operator tickets and need for intermodal tickets for single journeys. |
| Information (need to have confidence) and marketing and Metroshuttle | Improving journey information to be explored as part of public transport strategy. |
| Metrolink Phase 3 | Discussions with government on-going about best way forward for LTP2 |
| Bus priority measures that don't inconvenience car users. | These have been developed in Greater Manchester and will continue. In most cases re-allocation of road space has to occur, but some bus priority measures do incorporate improvements for cars |
| Upgrading of stations, personal security awareness. | Stations often in the control of operators etc. GMPTE to see more control in forthcoming years so improvements can be explored. |
| Services, access to employment at Trafford Centre and Trafford Park, Manchester airport. | Development of Metrolink to Trafford Centre ongoing. Need to address bus service here as part of accessibility strategy. |

## Oldham and Rochdale Chamber of Commerce Representatives, January 26th 2005

Has Transport Investment over the past 5 years been effective

### Bus

| Commerce Comment | Response |
|---|---|
| There is a difficulty in attracting people to use buses. People prepared to use Metrolink, but not bus. The Buses are old and dirty. There are big Problems of reliability. | Working with bus operators to improve vehicles, but limited in what we can do given current legislation. One major operator is investing in 280 new vehicles to replace old ones. |
| The Oldham to Manchester and Rochdale routes to Manchester are very good, it is the more local services that travel through residential areas into Oldham that are inadequate. | Accessibility strategy highlights gaps, work with bus operators. |
| The problem on these residential routes is that buses often do not turn up. | Agreed, problem in some areas but being addressed by operator recovery plan. |
| Bus operators should just not be in it for the money. | Agreed, deregulation not always the answer in some areas, but privatised industry structure determines this. |
| There is a need to change people's perceptions. | Agree 'Hearts and Minds' need to be influenced. Is explored in LTP2. |
| There is a poor delivery of Quality Bus Corridors meaning buses are being taken from busy bus routes. | QBC implementation to increase as a lot of preliminary work and consultation has been completed. Agreed that operators should not reduce schemes elsewhere to support QBC's |
| Bus information is very poor. | Improvements to information explored in LTP2. PTE information strategy, is required under Transport Act 2000. |

# 1 Consultation & Engagement Report

## Rail

| Commerce Comment | Response |
|---|---|
| The Oldham railway line won't last much longer. | Agreed, maintenance needs to occur on this line, and Metrolink investment is needed. |
| Will Metrolink happen by 2012? What will happen until then? | GMPTE and the Greater Manchester authorities are working on ensuring Metrolink arrives in Greater Manchester before then. |
| People in Oldham have to go into Manchester to get a train across to Yorkshire. | They can go to Rochdale by train and connect to Yorkshire trains there |
| Can't get on Metrolink at peak times as it's too busy. | Investment is being made in new rolling stock, and will continue. |
| Freight, can it be moved onto rail with a 10% increase? | Nationally, tonnage is increasing to this target, a Freight Quality Partnership has been set up in Greater Manchester to work on these challenges. |
| Entrepreneurial infrastructure investment is needed. | A matter for national government as to rules and regulations of rail industry |
| Tattiness and vandalism of stations is a major problem, as is the difficulty of parking. | Stations often in the control of operators etc. but GMPTE will see if improvements can be explored. |
| People would pay cash at car park if there were CCTV, or a warden. | Will pass on to PTE |
| From Rochdale to Oldham, it's quicker to get bus than the train. | Depends where the journey starts, as the frequency by bus is better. |

## Light Rail

| Commerce Comment | Response |
|---|---|
| Not necessarily quicker than other modes | Agreed, but for many journeys is the quickest and value for money alternative. Metrolink quicker than car on Bury and Altrincham corridors. |
| Needs to be accessible 'low-floor' | Too much investment in high-floor characteristics of existing system. |
| Rolling stock technology too old | Improvements to rolling stock are occurring with on-going maintenance and see above. |
| Capacity problems-different perception | Improvements to Metrolink will be explored in LTP2 |
| Weekly passes and System 1 integrated ticketing are needed | Will pass on to PTE; could not be achieved under existing franchise, but can be addressed when PTE buy this back. |

# Consultation & Engagement Report 1

## LTP2 Investment Priorities

| Commerce Comment | Response |
|---|---|
| Off-road public transport network (such as Metrolink) | Discussions with government on-going about best way forward for LTP2; problem of lack of money for major schemes. |
| Information (Real time) text phone technology | Public Transport Information is explored as part of LTP2; timetable info already available for stops by phone; intended to extend RTPI |
| Integration between all modes 24hrs a day | Local Authorities to work with PTE and transport operators to achieve as much integration as possible |
| Rochdale/Oldham: better information between the two | Information currently available on the net, by leaflet and at bus stations |
| Dedicated School buses (Yellow buses) | Yellow school buses have been in operation in Greater Manchester and further development to be explored; 2004 bid for vehicles declined by Department for Transport. |
| Traffic Lights waved at junctions | This is explored as part of strategy to reduce congestion in district and regional centres. On-going implementation of SCOOT will bring benefits in the reduction of congestion. |
| Flexible hours (schools/employers)-staggered starts | Issue for discussions of school governors |
| Travel planning | Work and School travel plans a key component of LTP2. |
| Guided buses | Guided Buses to be explored as part of public transport strategy; already proposed on Leigh QBC |
| Safety in schools: road safety/Green cross code | School travel plans to be a key component of LTP2. Road safety strategy in LTP2 |

# 1 Consultation & Engagement Report

## Wigan/Trafford LTP2 Group: 25/01/05

(2 questions combined)

| Commerce Comment | Response |
|---|---|
| Major concerns about the effects of the Metrolink campaign on Wigan. Will all the available resources be put into Phase 3 thus leaving areas such as Wigan and Bolton at the bottom of the list? | No, It will be ensured that Wigan and Bolton receive funding (e.g. TIF) |
| Two key schemes in Wigan, the A5225 and the Leigh Guided Busway.<br><br>The A5225 is crucial for unlocking congestion within the area and for kick-starting some major regeneration work. | Agreed, but must be clearly justified in terms of LTP2 targets and objectives. |
| Improved travel planning, particularly through major employers e.g. The Trafford Centre. Changing people's attitudes towards different travel methods has to be completed first. A process of re-education is essential. | Agreed, National Promotion on perception is important. |
| Better information systems, particularly real time journey information. This would be particularly useful for bus journeys. Particularly keen on exploring the use of SMS Messaging services. | Agreed, Public Transport Information to be explored as part of Public Transport Strategy. (RTPI programme under way) |
| Would like to see a continuation and expansion of yellow school buses. Seen to help improve attitudes to public transport amongst young people and a very good method of reducing the 'school run' congestion. | Yellow school buses to be explored as part of school bus strategy. Bid for buses turned down (see previous comment) but being resubmitted this year. |
| Would like to see far more integrated transport information. The Metrolink does link to Wigan through Victoria Station and this point should be advertised more clearly. Wigan is often viewed as being very inaccessible and better information would help to combat this. | Agreed, promotion of information to be explored as part of LTP2. |
| A lot of confusion over Bus Corridors/Lanes. Seem to just be put in on an ad hoc basis, often causing far more disruption that existed prior to the bus lane being there. It is widely felt that this solution is not always the best one but is used because of the availability of funding. | Bus lanes are often a controversial issue, and can take time to bed in properly. However, they do bring benefits to a range of road users- such as on the A49 Wigan Lane and Wigan Road, Standish. Since these were introduced, the accident rate has fallen by 30% even though capacity for other vehicles has not been reduced. Not ad-hoc - part of planned QBC corridors, but obviously have to be phased. |
| Ongoing concerns about bus links in to Trafford Park. Major employers would be able to attract more employees if there were some dedicated bus links in to Trafford Park. As it is, the only real form of transport into this area has to be private cars thus contributing to the already congested Trafford road network. | The Bus Strategy and Accessibility Strategy assess gaps in public transport provision. |

# Consultation & Engagement Report 1

## 1.5.4 Responses received at Youth Event

## Appendix 3

5th June 2005

| Comment | Response |
|---|---|
| CCTV on the school bus doesn't always work, need deputy head teachers on board to ensure security or conductors | This is not always possible, but we are working at improving personal security on all buses |
| People are just lazy, they don't always want to cycle | People have many reasons for not wanting to cycle, our strategy focuses on improving the situation in various different ways so it encourages people to cycle for some trips |
| We get a lift when we go out or a taxi, the buses are too unreliable especially at night | Will work with bus operators, see bus strategy |
| The bus on the way to school gets caught in loads of traffic, need separate bus lanes | Bus lanes are being implemented, see bus strategy |
| Cycle lockers at school are a good idea, but they need to be a good quality to stop people breaking in | Agreed |

## 1.5.5 Responses received at External Liaison Group

## Appendix 4

June 2005

| Comment | Response |
|---|---|
| There needs to be a public awareness of responses of targets and try to get them involved | Attempts are made to engage with public |
| Conflicting needs of users on QBC routes | See bus strategy |
| Air Quality and Transport targets need to be explored in tandem | They are see monitoring and air quality technical appendices |
| Choices and attitudes-need to increase public attitude | Agreed, strategies will be formed to try and get the public to have a sense of ownership over the issues, targets and objectives of LTP2 |
| Concerns over environmental impact of airport expansion | Have to take national policy decisions as give, are looking at ways of increasing the modal share that accesses the airport by non-car modes. |

# 1 Consultation & Engagement Report

## 1.5.6 Responses received at Health Reference Group

## Appendix 5

November 2004

| Comment | GMJTT Response |
|---|---|
| Promotion of walking | Agreed, this is part of LTP2 strategy. |
| Greater Manchester cycle network | Agreed, working towards this |
| Cycle vans on trains | See separate PTE response, good idea in theory- though resulting power to weight ratio of trains would cause problems. |
| Orbital public transport system | Agree, where flows heavy enough to justify. LTP2 will explore how access to services can be improved along Orbital routes. |
| Local journeys catered for | Agreed, part of LTP2 Strategy. |
| Need evidence – LTP monitoring information to be made available to the whole group | This can be provided to the group if requested. |
| Realise hierarchy of road users | Needs to be considered in LTP2 overall, although one already exists in LTP1 |
| Reliability of network & integration | Agreed, will be part of LTP2 strategy. |

Has there been reasonable progress since last LTP?

| Comment | GMJTT Response |
|---|---|
| The public is less confident in finding bus services in remote places. | Software is being used to identify 'hotspots' in which public transport could be included, and can sometimes be serviced by DRT. |
| Buses don't turn up, not regular services & too many buses turning up together. | Workings with bus operators to improve reliability, but some of the issues are internal to them. |
| There are no bus routes to business parks. | Most business parks of any size are served, wherever sufficient demand exists. Accessibility analysis should highlight areas in adequately served. |
| Public are unable to get to hospitals & the car parks at hospitals tend to be in inaccessible places. | Software is being used to identify 'hotspots' in which public transport could be included, and can sometimes be serviced by DRT. |
| Public transport is not good enough to persuade people who are committed to using other modes. | The GMPTE and local authorities are committed to improving public transport so that it can become an increasingly viable alternative to car journeys for some trips. |
| People are unable to reach tram/train stations. | Work is underway to improve access. |
| Accessibility to all the range of services such as food. | Work is underway on this issue, and seminars are to be held to move forward on this issue. |
| LTP should describe examples of good practise. There has been a lack of delivery, Nottingham for example has 50% of its buses accessible, and they have good value 'hop on and off' tickets covering 60 operators and have increased patronage. Their tram systems have been a huge success and do not compete with the buses due to common ownership. | LTP2 will show where Greater Manchester has learnt from other authorities and applied them to it's area. Common ownership cannot be secured with current legislation. |

# Consultation & Engagement Report 1

| Comment | GMJTT Response |
|---|---|
| GMPTE should be challenging the achievements of the LTP against those of other PTE's. | This occurs as part of Passenger Transport Executive Group approach. |
| There should be a more joined up approach across the county. Integration is important.<br><br>Accessible services need to be advertised, many operators will not guarantee the service. | This will be a key component of LTP2; the existing Integrate project has been tackling this area for a number of years. |
| Too many bus operators, numbers need limited in order to maintain greater control. | PTA/E investigating Quality Contracts, which may be a regulation-type solution but only in certain cases. Difficult to achieve in current deregulated situation. |
| Need to plan routes to where people need to go not just to healthcare but also to leisure activities, fresh food. | Agreed, this can be seen in LTP2/accessibility strategy. |
| Need to encourage young people to use public transport. | Agreed, this can be seen in LTP2 strategy. |
| Accessibility to healthcare<br><br>Accessibility to public health | Agreed, this can be seen in LTP2 accessibility strategy. |
| LTP needs to push environmentally friendly vehicles especially on QBCs<br><br>● Health of community<br>● Should link into the Air Quality Action Plan<br>● It should be good practice for vehicles inc GMAS, Community Transport and NHS vehicles | This is part of informal agreements with operators, but to achieve 100% environmentally friendly vehicles on all QBCs would require link already established.<br><br>Ring and ride have experimented wit alternative fuel vehicles. |

# 1 Consultation & Engagement Report

| Comment | GMJTT Response |
|---|---|
| ● Important to talk to the procures of vehicle<br>● Park and Ride should be looked at further | Is expanded in LTP2 for rail, Metrolink and will be investigated for buses. |
| Health Impact Assessment (HIA)<br><br>Transport Policy needs a HIA<br><br>Health damage (stress & road traffic accidents) as opposed to 'Good health' which is promoted by good access to walks, family / friends, community cohesion, LTP should promote good health.<br><br>How do traffic, cars and buses affect our stress levels? – Need to research evidence<br><br>LTP2 needs to approach issues of community health and mental health<br><br>All partners need to agree to the greater vision and prioritise our health issues; possible solution is a big public education awareness campaign.<br><br>Impact assessment needs to look widely at the outcomes of the scheme | HIA was carried out as part of the SEA of LTP2. |
| The raising traffic levels in GM are putting off cyclists, due to the perception that it is not safe to cycle | This is probably true in some cases but the LTP is trying to contact this by including cycle schemes, and promoting cycling. |
| Proper provision of cycle routes needs to be taken more seriously. The route between Piccadilly Station and the centre of Manchester is particularly bad. In many areas cyclists have resorted to riding on pavements so that safety can be improved. | Such provision is taken seriously. Cyclists are being asked for their views on routes form stations in current questionnaire. |
| It needs to be emphasised that cycling needs to be accessible | Agreed, this is part of LTP2 cycling strategy. |

# Consultation & Engagement Report 1

## What can be done to make cycling safe?

| Comment | Response |
|---|---|
| Use cycle lanes, put cycling higher on the road users hierarchy & reduce the perception of cycling being unsafe. | Cycling is already high on the road user hierarchy |
| Walking/cycling & the safety aspect should be increasingly promoted together. | Agreed, is part of LTP2. |
| Need to establish a GM cycle network. | Work is in hand on this. |
| Educate motorists, e.g. how to overtake a cyclist. | Considered under road safety improvement priority of LTP2. |
| There needs to be consideration for the elderly who can't cycle. For these people it is essential that there is a better public transport system, where community transport has played a huge part & has been very successful. | Community transport has an impact role in the accessibility strategy of LTP2. |
| Need timescales to work to for walking and cycling in order to ensure delivery of policies. | All Districts have to predict both the cost and the outputs (e.g. km of cycle paths) of cycling and walking schemes as part of LTP process. |
| LTP needs to promote changing attitudes, promote confidence and should recognise a need for an educational programme. | Agreed, Hearts and Minds team set up to discuss and work on these issues, and also additional emphasis on 'Smart Choices' travel planning. |
| Most LTP1 money was spent on public transport that was possibly to the detriment of walking and cycling. | LTP1 was public transport oriented, but this can work hand in hand with improving walking and cycling routes to rail stations and on QBCs. |
| Local Authorities / PCTs putting out the wrong messages e.g. large allowances for drivers, small allowances for cyclists | A matter for local authorities and PCTs. Would agree that some authorities need to raise allowance for cyclists travelling on business and also to promote this more. |
| Problems with cycling to the train station, as there are no storage facilities for bicycles and it can be difficult to take them on the train.<br><br>On cycle routes the safety aspect needs consideration, for e.g. countryside cycle routes can be isolated.<br><br>Community buses can carry a cycle rack on the back; this would encourage the use of cycling & buses combined. | Storage facilities are being set up at main rail stations; LTP1 has seen the provision of may cycle racks and lockers.<br><br>Refurbished diesel trains included more space for cyclists.<br><br>It would not always be desirable to introduce urban-type safety features on rural cycle routes e.g. lighting; and many will by their nature (e.g. disused rail lines be isolated.<br><br>Worthy of investigation, but may interfere with tail lifts. |
| Possibility of having cycle carriages on trains? The California train company example. | See separate note. |

## Travel Planning

| Comment | Response |
|---|---|
| This is a long-term plan, can be quite expensive & needs a lot of enthusiasm. There are a growing number of employers who have a travel plan & don't use it. | GM travel co-ordinators to be involved in LTP2. |
| School travel plans should also be part of the LTP. | Agreed, is part of LTP2. |

# 1 Consultation & Engagement Report

## Bus & Quality Bus Corridors (QBC)

| Comment | Response |
|---|---|
| The hierarchy of road users needs enforcing | To do this properly needs further development of facilities for public transport, walking and cycling |
| There is a need for more bus lanes to enable the bus to compete with the car. This will lead to a modal shift, as car users will use buses if they are quicker. | QBC implementation will be ongoing throughout LTP2. |
| Need to increase the use of bus lanes to include more services. | Commercial operators will provide the level of service on bus lanes that gives satisfactory profits; any more would need expensive subsidy. |
| LTP2 should provide quality bus contracts. | Quality Bus Contracts may be an option in LTP2 period if improvements are not visible by other means, but would be perhaps seen as a last resort measure. |
| Need to introduce more orbital routes. These are very important methods to compete with the car, e.g. 400 services. | Considered in LTP2, see bus strategy |
| Buses need to operate earlier & later in the day, to serve people who work on flexible shift basis. | Resolving these problems will be explored as part of LTP2 demand responsive solutions. Quality Bus Contracts may be the answer within the LTP2 period if operators are not prepared to run early and late services. |
| The world has moved on but public transport has not. | Whilst it is true that public transport is in Greater Manchester suffers from under-investment, there have been significant improvements e.g. Metrolink, low floor buses and better information |
| There is a presumption that people only travel from A to B, this is not the case, people need to travel all over & make many different journeys. Public transport needs to provide the flexibility that a car gives. | Travel systems such as 'System 1' travelcards and the proposed Readycard. |
| Housing estates that have been developed and have been socially excluded due to no bus routes servicing the area & the residents cannot afford to buy cars. | Accessibility strategy and Accession software should pick these issues up-see the wayfarer ticket. |

## Family Travel/Tickets/Education

| Comment | Response |
|---|---|
| Using public transport can cause problems for people who need to travel in families, such has the cost of travelling in a group can be quite expensive. | Agreed, family passes can go some way to try and alleviate this problem. |
| Discounted tickets and ticket flexibility from operators to encourage flexible public transport use | Agreed, will work with bus operators. Individual operators offer their own discounted tickets; System1 tickets give the flexibility. |
| There needs to be large educational programmes aimed not only at schools to encourage young people to consider transport options and their impact but also for the general public in order to raise awareness of sustainable transport issues. | Agreed, though national promotions and support are often needed for the best results. |
| LTP needs to address different groups needs e.g. teenagers and work with young people on long term educational policies | LTP consultation is talking to young people and finding out what their transport needs are. |

## Other

# Consultation & Engagement Report 1

| Comment | Response |
|---|---|
| Promotion of new transport as a themes can contribute to the achievement of other key health themes | Agreed |
| There is a strong incentive for the NHS and the LA's to work together on the LTP2, rethink how the NHS can deliver services e.g. LIFT. | Agreed |
| Communication needs to improve between transport planners and the health services. | This is beginning to occur with the health reference group. |
| Consultation with partners and members of the public needs to be both ample and open. | Agreed, this should be done. |
| Work with Crime and Disorder Partnership and Education programmes<br>Primary Care Trusts<br>PALS & PPI<br>Doctors surgeries<br>Transport operators<br>Hospital Trusts<br>Local Authorities | Agreed, this is part of LTP2 |

## Community Transport

| Comment | Response |
|---|---|
| We should have social service and community services involved in partnership to deliver transport | Agreed, LTP2 is a corporate responsibility involving social services etc. |
| Community transport is currently being piloted as a resource which will pick up & take patients to doctors surgeries, the benefits have included saving doctors time by not having to attend a home visit has the patient has come to them. | Interesting pilot. |
| Community transport also takes patients to their hospital appointments, especially for those that are unable to stand at a bus stop. Community transport looks after those that are most vulnerable. | Agreed, have consulted and will be working with CT operators. |
| Community transport needs to be supported in 2 ways- financially & be integrated into the public transport system. | Agreed, will be part of both public transport and accessibility strategies. |
| In GM there are 1600 buses- 600 of which are community transport vehicles, therefore these provide a highly effective community transport scheme. | Agreed, have consulted and will be working with Community Transport Operators. |

## Hospitals

| Comment | Response |
|---|---|
| Hospitals are very large employers & need to have a travel plan & alternative travels options for their employees. | Agreed, travel plan co-ordinators are working together with PCTs at providing travel plans. |
| Health sectors need to think about how they deliver their services, e.g. surgeries joining together, therefore a good transport system needs to be in place for patients to get to these joint surgeries. | Agreed, is looked at as part of accessibility strategy. |
| There should be considered the possibility of making a hospital a transport interchange for the community. | A matter for PCTs and local authorities to discuss; depends on circumstances and location. |
| When a hospital appointment is made, no travel information or transport choices are given to the patient. | Travel plan co-ordinators to improve sustainable transport options for patients and visitors to hospitals. |
| What is the possibility of hospitals/ health services contributing financially towards community transport. | Needs to be explored. |
| Are 'Do Not Attends' related to transport availability & what is the financial cost? | Not aware of evidence. Issues of transport access to health |

## Public Health- Walking

# 1 Consultation & Engagement Report

| Comment | Response |
|---|---|
| Health services should be prepared to promote the use of walking/cycling to improve public health. The health service should also promote walking/cycling benefits within their own workforce. | Agreed. |
| Need to concentrate on low cost & easy things to do to improve health, e.g. walking. | Agreed, schemes and marketing need to focus in on these issues. |
| How can we encourage the public to walk? Making safe crossings, attractive walking routes, path management & air quality improved. | Agreed, this is part of LTP2. |

## Access

| Comment | Response |
|---|---|
| There is a need for access to all sites around the hospital; visitors and patients going to the hospital usually have to walk through lots of car parks to get to the building they wish. There is a need for bus routes, which travel through the hospitals. | Agreed, will work with bus operators, PCTs and look at demand responsive solutions. |
| There is a need for buses to have routes through supermarket car parks, for the public to access food who do not have a car. This is due to local shops closing down. | Bus routes should be provided near supermarkets, and facilities are often provided as part of Section 106 agreements.<br><br>Safety concerns may sometimes prevent bus routes running directly through car parks. |

## Control over Public Transport Operators

| Comment | Response |
|---|---|
| PTA is still debating about gaining more control over bus operators. Bus operators only operate on profitable routes. | Many routes in Greater Manchester are subsidised by the PTE/A to allow them to run in areas, and at times, that would not be profitable otherwise. Quality Contracts could be explored if other measures do not see improvement in some areas. |
| Leave operators to main routes and allow subsidised services to fill in the gaps. | Many routes in Greater Manchester are subsidised by the PTE/A to allow them to run in areas, and at times, that would not be profitable otherwise. Operators are tending to concentrate on main routes anyway |

# Consultation & Engagement Report 1

Local Authorities

| Comment | Response |
|---|---|
| There needs to be a greater prioritisation with the LTP taking into consideration the different needs of each locality. | Programmes are being developed by individual districts. |
| Need to ensure that communication takes place across the different sectors especially at strategic level. Local Authorities need to take a higher profile and link transport to other local strategies. Need to consider imaginative and ambitious links. | Agree, this is key part of LTP2 guidance. This is a very challenging task given. |
| The views and support of elected members should be sort at the very early stages and hopefully bring them on side at the outset. It is felt that sometimes local government concentrate on the wider vision rather taking notice of local views and needs. | Consultation occurs at a very early stage in the majority of schemes. |
| It was felt that there had been a fundamental failure with regard to rail issues especially in certain areas such as Wigan. There is a disjointed system in this area. If the Southport to Manchester line were to close it would have a huge impact on this area. There are many remote areas not well served by bus services. | PTE will see a reduced role over local rail services with new legislation that will come into being; progress will therefore depend on voluntary co-operation by the rail operator. |
| Planned new road developments in the Wigan area, the local council were supportive of further development without thinking through the full consequences. The Health Authority had managed to secure a Health Impact Assessment (HIA), which is to begin in January. Projects of this nature need to ensure that public transport and cycling is taken into consideration. | Agreed, all large schemes should assess how Public transport, cycling and walking features can be implemented. |
| Cross boundary ticket issues need to be considered. | Will pass on to PTE to explore. Often difficult as requires cross-boundary political agreement. |

## 1.5.7 Responses received at Consultation with Disability Groups

## Appendix 6

Overview of last 5 years LTP investment

### Bus

# 1 Consultation & Engagement Report

| Comment | Response |
|---|---|
| There have been some improvements in access (e.g. low floor buses, curbs) but the improvements are not on every route or at all times, making it difficult for members to rely on this form of transport. | The number of routes with low floor buses is increasing through LTP2 period, ensuring information is made available will be part of accessibility strategy. |
| Interface between buses, pedestrians and other vehicles in some town centres (e.g. Eccles) causes road safety problems and reduces the confidence of members to travel by bus. | Will look at accessibility safety in new and existing interchanges. |
| Congestion causes bus services to be even more unreliable. The same journey can take 20 minutes one day and 1 hour another day. | Agreed, are working on a wide range of initiatives to reduce this problem. |
| Evening services have improved overall but there is still an issue of safety and security for vulnerable people, particularly at bus stops and interchanges. | Will look to reduce this problem as part of accessibility strategy. |
| Different bus companies have different standards of buses. Some are new, using cleaner fuels; others are old, dirty and polluting. Need an across the board standard.<br><br>Different ticket prices from different bus companies for the same journey. | Difficult to do this with a deregulated bus system. |
| Driver issues. Jolting buses causing problems for safety of passengers. Driver awareness / training needed. | Will pass concerns onto bus companies. |

## Rail

| Comment | Response |
|---|---|
| Trains are unreliable and many stations, even significant central stations, are not easily accessible (e.g. Oxford Road).<br><br>Information is not easy to obtain, understand.<br><br>Rail replacement services do not appropriately cater for disabled passengers.<br><br>Having to call a station prior to travel to arrange assistance is a hassle and not always possible.<br><br>The perception is that train transport is too daunting for most members to undertake on their own. | All comments in this section will be passed onto train companies and GMPTE and will be explored as part of accessibility strategy. |

## Light Rail

| Comment | Response |
|---|---|
| Seen as very accessible and easy to use. Safe and better for the environment than buses.<br><br>Services seem to have deteriorated recently. There are fewer trams and consequently they are busier. Greater capacity needed.<br><br>Some stations have poor access, particularly smaller stations. Shelters need improving.<br><br>In general, information about trams, including times, is good.<br><br>Expansion of network would be beneficial to members as this form of public transport is relatively easy for people with mobility issues, as compared with buses and trains. | All comments in this section will passed on to PTE and operator. Improvements to Metrolink capacity been explored |

## Other

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| Comment | Response |
|---|---|
| Information about public transport services and options for those with mobility issues is difficult to find. You have to know who to ask.<br><br>Need more information about travel opportunities to services, e.g. hospitals, schools and shops. (example given where an individual caught a taxi to a hospital appointment, and was told on arrival that the hospital had a transport service and could have arranged to pick them up – why wasn't this information provided at the time of making the appointment)<br><br>Also need more information about services that make transport cheaper and easier for disabled people, e.g. travel vouchers, mobility allowance<br><br>Perception that blue badge scheme is being abused. Needs greater monitoring to ensure that only those who meet the criteria are using them. Also need to look at providing more support for access to alternative modes of transport when people apply for blue badges.<br><br>Pavements and footpaths have improved in some areas, but not all, making it difficult for those with mobility issues to use. People only walk to where they know they will be ok.<br><br>When mobility impaired people don't have access to a car, travel horizons are limited to the public transport journeys they know they can access, or to using taxis. Finding out about services further a field is difficult. | All the issues detailed in this section are being explored in the accessibility framework and the pedestrian strategy |

## Investment Priorities

| **Comment** | **Response** |
|---|---|
| All buses and trains should be accessible (low floor) | Will work with bus operators to increase percentage of low floor buses |
| Improve the interface between bus passengers, pedestrians and traffic, particularly in town centres | Agreed, districts are working towards this |
| Increase safety features at interchanges and stations | This is being explored to try and increase personal security |
| Improve footpaths | Agreed, this is being done as part of the walking strategy and the rights of way improvement plan. |
| Provide better, more accessible information for mobility impaired users in order for them to make informed decisions and to be more confident about using public transport | This is being explored in the accessibility strategy. |

## 1.5.8 Responses made to Stakeholder consultation

## Appendix 7

| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| Longsight Project | Include improvements to bus services, cycling facilities and pedestrian infrastructure in the accessibility planning work, which has to set out in 2006 how access to key services will be improved. | Accessibility | Bus | Referred to Manchester City Council |
| CPRE Lancs | Cross-Border Issues- the ongoing study with Lancashire County Council, Blackburn with Darwen Council and the Highways Agency to assess potential highway improvements to assist bus operations is welcomed. | Accessibility | Bus | This can be seen in LTP2 |

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| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| Wigan Sustainable Transport Partneship | Accessibility should include cycling and walking. A no. of bus interchanges are not DDA compliant | Accessibility | Bus | Evidence of cycling and waling accessibility measures in work programme |
| PHS Directors of Public Health | Orbital routes developed , QBCs established, a network rather than simply a set of individual routes and bus priority measures introduced more vigorously. | Accessibility | Bus | This can be seen in LTP2 and the bus strategy |
| PHS Directors of Public Health | Identifies at least two orbital corridor partnership perhaps Bolton-Oldham (Metrolink based) and Oldham-Manchester Airport (with a commitment to the bus priority measures necessary for its operation) as a first step towards the high quality express network proposed by the DPHs. | Accessibility | Bus | This can be seen in LTP2 and the bus strategy |
| Longsight Transport Project | Increase of bus subsidy to 53 to improve frequency at off-peak times. Extra buses on 53,signalling priorities | Accessibility | Bus | Referred to Manchester City Council |
| GM CT Operators Forum | The introduction of Quality Bus Corridors will, we hope, begin to address some of the difficulties that major operators seem to have been unable, or unwilling, to address thus far. | Accessibility | Bus | This can be seen in LTP2 and the bus strategy |
| GM CT Operators Forum | The development of corridor Partnerships also provides the opportunity better to integrate all modes of transport. Would it be possible for either CT operators, or the Forum, to be included within the key stakeholders for each of the four corridors envisaged. | Accessibility | Bus | This can be seen in LTP2 and the bus strategy |
| GM CT Operators Forum | Both Ring & Ride and CTOs share similar aspirations and should complement each other; indeed there are clear examples of successful cooperative working between CTOs and local Ring & Ride services in some districts. However in some districts there does appear to be an element of competition - the Ring & Ride service focuses on carrying large groups of people to single destinations – one of the “traditional” areas of Community Transport operations. Although this may not at first be perceived as an issue, on closer examination, there are in fact considerable problems with such an approach. Although carrying “traditional” CT customers will boost trip figures (and hence reduce cost-per-trip) for Ring & Ride, this may leave those most in need – people who cannot use public transport and want to make one-off bespoke journeys that don’t go to “popular” group destinations - out in the cold.Ring and Ride can afford to offer cheap trips to groups of passengers who want to go to the popular destinations, effectively (but not intentionally) pricing CT out of the market. | Accessibility | Bus | Progress on these issues can be seen in the bus strategy |
| GMCVO | Greater priority for bus schemes and targets to stop the patronage reduction. There needs to be an increase in bus priority to prevent patronage reduction | Accessibility | Bus | This can be seen in LTP2 and the bus strategy |
| CPRE Lancs | North West and North East segment. We agree with the point of poor integration of transport termini in these areas, and support improvement, in order to make these places more attractive to investors, and consequently address the north-south imbalance within the Greater Manchester conurbation. | Accessibility | Integration | Work is ongoing to resolve these problems |
| Ramblers Assoc | We are particularly conscious of the poor link between the bus and rail stations in Stockport as being a key issue that needs attention. | Accessibility | Integration | Stockport MBC and GMPTE are looking at ways to resolve this |
| CPRE Lancs | Metrolink- we request that the GMPTE looks into the integration of the whole system, including consistency of fares, with the heavy rail network, and with buses. | Accessibility | Metrolink | This will be achieved through the Corridor partnerships approach |

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| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| GMCVO | We recognise that Metrolink remains the cornerstone of the Integrated Transport Strategy. Whilst we understand the importance of Metrolink to Manchester's future development…it cannot cover the needs o the whole community. | Accessibility | Metrolink | The bus strategy emphasises the importance of bus as the main mode of public transport in GM |
| GM CT Operators Forum | We welcome the clear recognition of the need to measure the hidden benefits of better access. We would hope that any tools, resulting from DfT or other commissioned research, to measure cross-sector benefits would be made available to the Forum and its members. Methods of evaluation that go beyond patronage will be particularly useful to the CT sector; although there is plenty of anecdotal evidence about the difference improving access makes, this has been impossible to quantify to date | Accessibility | Other | Progress on these issues can be seen in the bus strategy and in the accessibility strategy |
| Ramblers Association | Our Association is represented on some of the Local Access Forums that are preparing these Plans and we urge that, once these Plans are completed, the proposals should be implemented. | Accessibility | Other | This will be carried out |
| GM CT Operators Forum | We too believe that access priorities extend beyond employment, healthcare education and food shops, and that potential passengers' expectations ("travel horizons") play a huge part in whether they will use transport. | Accessibility | Other | This can be seen in the accessibility strategy |
| GM CT Operators Forum | We welcome the concept of Strategic Accessibility Partnerships. Given the fundamental raison d'ètre of Community Transport (safe and affordable transport, accessible to all sections of the community) we would request the inclusion of a community transport representative on each of these Partnerships. | Accessibility | Other | This can be seen in the accessibility strategy |
| GM CT Operators Forum | A number of CT operators have been key participants in the pilot schemes set up to examine ways of integrating different modes. The Forum would welcome the opportunity to contribute its members' experience, along with that of the Community Transport Association, towards helping ISNT to develop further. In working "to ensure that the Accessibility Strategy is integrated with wider strategies", we would very much like to see a reference to, and integration with, the emerging CT strategy. | Accessibility | Other | This can be seen in the bus strategy<br>accessibility strategy |
| GM CT Operators Forum | We hope that the CT strategy will provide the framework to secure the future of CT, incorporating the CT Trust, supported by both operators and districts. This will enable the sector to build on the success it has achieved, with the support of the PTE, and continue to help the PTE deliver its social inclusion objectives. | Accessibility | Other | This can be seen in the bus strategy<br>accessibility strategy |
| GM CT Operators Forum | We are pleased to see the recognition of the role of CT organisations in developing and delivering an integrated system that takes account of the needs of people with mobility impairments and those without access to a car.he Forum would wish again to offer its experience and expertise in developing future provision, and would also welcome the opportunity to contribute to, and be consulted about, the parallel DRT and Supported Services strategies. | Accessibility | Other | This can be seen in LTP2, the bus strategy and accessibility strategy |
| GM CT Operators Forum | National research funded by the Department for Transport (CTA Guide for Funders), and more localised research in other parts of the country (Strategic Review of the London CT Sector), has indicated that community transport is most successful when supported by a baseline level of core funding. | Accessibility | Other | This can be seen in LTP2, the bus strategy and accessibility strategy |
| GM CT Operators Forum | We believe that this will better enable CT to help AGMA & GMPTA meet the LTP2 objective of improving accessibility. We are glad to see the mechanism for this (supporting | Accessibility | Other | This can be seen in LTP2, the bus strategy and accessibility strategy |

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| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| | socially necessary bus services, helping to fund demand responsive transport, working to integrate social needs transport) is clearly set out in the document. | | | |
| GMCVO | We are pleased that LTP2 recognises the CT sector, however there needs to be greater support and secure core funding of this sector | Accessibility | Other | This can be seen in LTP2, the bus strategy and accessibility strategy |
| GMCVO | Targets need to better reflect the concept of reducing need to travel- by supporting local facilities. | Accessibility | Other | Area-wide traffic growth target reflects this, as do cycling & walking targets, indirectly |
| HA | More research into robust rural accessibility targets. Deprivation does not only occur in areas identified by Neighbourhood Renewal Initiatives | Accessibility | Other | Rural accessibility will be monitored specifically using subsidiary indicators |
| GM CT Operators Forum | Decisions on the location, scale and pace of development will also be a factor. For example, the South East Manchester Multi Modal Study considered that the M60 junctions had become nodes for car focused developments that were difficult to serve by public transport. Clearly there are issues here for both this LTP and the Greater Manchester local authorities as they draw up their development plans. | Accessibility | Planning | This can be seen in LTP2 |
| GM CT Operators Forum | The recognition that transport into the regional and district centres is the area in which public transport can effectively compete with the private car is also welcomed. | Accessibility | PT | This can be seen in LTP2 |
| GM CT Operators Forum | However, to make it a realistic alternative to the car for many journeys it will, as described in the plan, be necessary to develop a properly integrated public transport system. This must include proper plans for integration of community transport (CT) and other non-profit providers as part of the network. We are pleased to see this recognized within the plan, but feel that this would be strengthened by explicit recognition of the unique status of CT as a potential partner, rather than simply as an operator. | Accessibility | PT | This can be seen in LTP2, the bus strategy and accessibility strategy |
| GM CT Operators Forum | We would fully support the intention “to use transport investment to support the regeneration of the most deprived areas by a variety of measures to improve accessibility to and from such areas, including the use of demand responsive public transport services where appropriate.” This is, of course, particularly relevant to CT operators, as they are currently responsible for providing many DRT services. In assessing the potential for improving accessibility, we would ask that the potential returns of investing in the ground-level work of local CTs be properly investigated. | Accessibility | PT | This can be seen in LTP2, the bus strategy and accessibility strategy |
| GM CT Operators Forum | As transport providers having a particular concern with addressing accessibility and exclusion issues (in fact, CT operators were addressing social exclusion before the term was ever coined!) the GMCTOF is particularly pleased to see the slightly wider focus set out in this strategy’s objectives. | Accessibility | PT | This can be seen in LTP2, the bus strategy and accessibility strategy |
| GM CT Operators Forum | One barrier to the proper integration of services provided by GMCTOF members has been the inability of passengers to buy through tickets. We would welcome some discussion and development of proposals to include CT services within schemes to promote seamless ticketing. | Accessibility | PT | A fully integrated system will take time to achieve. Journey Planners using CT are being proposed and work is ongoing. |
| GM CT Operators Forum | Concessionary Fares - We are pleased to see that the number of CTOs included within this system is growing. We would hope that this facility will eventually be extended to all CTOs in the Greater Manchester conurbation | Accessibility | PT | This will be further explored through LTP2 |
| GM CT Operators Forum | We welcome the idea of Quality Interchanges; we would hope that the planning of such interchanges would incorporate provision for integrating CT services. Indeed, this could provide an opportunity for a more radical integration of Social | Accessibility | PT | This will be further explored through LTP2 |

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| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| | Needs Transport, by structuring some interchanges around the hub of a new local operating centre for the district's CT provider. | | | |
| NWDA | In the context of the Manchester Rail Hub, special consideration should be given to those schemes which contribute most to the efficiency of links to and from Manchester Airport and those which contribute most to eliminating conflicts at key junctions between fast, regional, local and freight services; | Accessibility | Rail | This can be seen in LTP2 |
| CPRE Lancs | We note the Smartcard/Cheshire Travelcard interface – possible extension of latter into SE Greater Manchester, and the look into cross-border rail ticketing with West Yorkshire. We believe that the GMPTE ought to investigate the possibility of such schemes for Greater Manchester/Lancashire cross-border travel. | Accessibility | Rail | This will be further explored through LTP2 |
| SPITS | The Joint Greater Manchester's stance on the 'optimal use of railway' and its approach to the complexities of maximising the rail network in the future are supported. The development of further work towards Trans-Pennine rail upgrade, for example, would be supported. | Accessibility | Rail | This will be further explored through LTP2 |
| SPITS | It is clear that extending the PTE supported area for Rail is helpful, however some 'railheading' where people in places served by rail stations choose the car to commute along lines to places inside the PTE boundaries in order to reduce the personal cost of commuting occurs. Any support for initiatives that encourage commuters to travel from local rather than distant stations would be welcomed. | Accessibility | Rail | This can be seen in LTP2 |
| PDNPA | Supports the lobbying for transport improvements such as the West Coast main line and Trans-Pennine rail routes | Accessibility | Rail | This can be seen in LTP2 |
| NWDA | We support the focus on the Regional Economic Strategy on page 14 and the reference to elements such as improved physical connectivity, good quality linkages between and within city regions and regeneration. It may also be useful to elaborate on how the plan fits with regional economic development by outlining in more detail for example how transport may assist in reducing worklessness, the potential role of tourism and by making greater reference to the region's strategic regional sites. The guidance note we produced identifying potential criteria for local transport authorities on the RES as well as the latest strategic regional sites Annual Monitoring Report may be useful in this respect. | Accessibility | Regional | This can be seen in LTP2 |
| NWDA | You may be aware that the Agency has recently published a draft revised Regional Economic Strategy for consultation between July and September this year. The final draft of the RES will be submitted to the Government in December and launched in March 2006. In terms of the Manchester City Region, improving surface access to Manchester Airport, an improved Manchester rail hub and enhanced access to Manchester City Centre are seen as crucial activities in the document. I presume that the full LTP2 will be updated, where appropriate, to reflect the policies in the emerging RES as well as the latest Regional Spatial Strategy and Northern Way documents. | Accessibility | Regional | This can be seen in LTP2 |
| NWDA | In terms of cross boundary issues (section 2.8.1), we would like to emphasise the need for the final LTP to recognise two activities as outlined in the draft revised RES - to improve rail linkages from Lancashire to Manchester City Centre (Manchester, Preston, Blackpool line) and to improve access for East Lancashire residents to benefit from job growth in Manchester and Preston; | Accessibility | Regional | This can be seen in LTP2 |

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| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| SPITS | Greater Manchester's aspirations to improve the Manchester-East Corridor to Stalybridge are supported. Any synergy that can be made between these developments and improvements to the Manchester – Sheffield and Manchester – Leeds 'Core City' linkages as detailed in Northern Way are welcomed where the environmental impact from transport on the National Park is reduced. | Accessibility | Regional | This can be seen in LTP2 |
| SPITS | The Greater Manchester City Region Approach should be developed so that the concerns of those in the travel to work area and areas largely served by Manchester falling outside Greater Manchester and the North West Region needs are addressed. | Accessibility | Regional | This can be seen in LTP2 |
| Ramblers Assoc | Whilst we strongly support the pedestrian network being accessible to disabled people, we think that, in areas where the network includes longstanding footpaths (usually the more rural areas), severe cutting back of vegetation or altering a long-established stile would destroy the character of the path, as would hard surfacing. We therefore think the wording should be "accessible to disabled people as far as possible". All newly constructed boundary crossings could, of course, be made accessible for the disabled. | Accessibility | Walking | These comments were passed on and considered by the walking sub-group |
| Living Streets | Providing for walking is much more than accommodating the transit of people from A to B. Streets that encourage walking promote the well being of individuals and of communities. Implementing a target that promotes walking would deliver many cross cutting benefits such as improved feelings of safety and better access to local services for those with limited travel choices. | Accessibility | Walking | This can be seen in LTP2 |
| Ramblers Association | We would urge that in developing this strategy, priority should be given to enabling people to access their local facilities (e.g. shops, health care, pubs, post offices, banks), assuming, of course, that these facilities exist locally. To this end, we have in mind such things as maintenance and improvement of the local pedestrian network, ease of crossing busy roads, prevention of pavement clutter, adequate footpath/footway lighting, provision of cycle parking facilities etc. | Accessibility | Walking | This can be seen in LTP2 |
| Ramblers Association | We support all the items listed in the programme, particularly footpath access to rail stations and new footways on rural roads. Lack of the latter can cause safety problems for our members when they are forced to use a rural road without a footway as a link between public rights of way. | Accessibility | Walking | This can be seen in LTP2 |
| Ramblers Association | We very much support improvements in the standards of crossing facilities, which is in line with the objective in 2.6.11 i.e. The Need to Encourage Walking. | Accessibility | Walking | This can be seen in LTP2 |
| Ramblers Association | We are pleased to note that the maintenance of footways and Public Rights of Way efficiently. effectively and to modern standards is included in the measures aimed at achieving the transport maintenance objectives. | Accessibility | Walking | This can be seen in LTP2 |
| Ramblers Association | (Crime and Disorder Act 1998) We would not like to see local "cut-throughs", ginnels etc. closed as part of a supposed solution to crime problems. Where such a route forms a traffic-free link to local facilities they should be kept open, as this will encourage walking, provided of course, that the paths are well lit where necessary and well maintained. Such routes often also form part of a chain of "green" pathways out to the wider countryside. | Accessibility | Walking | These comments were passed on and considered by the walking sub-group |
| Ramblers Association | We very much agree that it is important that the pedestrian network is aesthetically attractive and reflects the character of the local area in an appropriate manner. We particularly hope that lighting which is provided will be appropriate. If | Accessibility | Walking | These comments were passed on and considered by the walking sub-group |

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| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| | lighting is thought necessary in semi-rural areas, it should be sensitive to the environment i.e. directed downwards so as not to cause light pollution. | | | |
| Ramblers Assocaition | Auditing of all new schemes to ensure walking issues are addressed is vital. | Accessibility | Walking | This can be seen in LTP2 |
| Ramblers Association | We welcome the intention to ensure that pavements exceed minimum requirements where possible. | Accessibility | Walking | This can be seen in LTP2 |
| Longsight Transport Project | A crossing at the A6 railway bridge. | Accessibility | Walking | Referred to Manchester City Council |
| PHS Directors of Public Health | That those without a car are able to access all that they need to choose a healthy lifestyle – good quality food shopping, exercise opportunities, countryside, recreational facilities, workplaces and health facilities.(ie Accessibility to services and Social Inclusion) | Accessibility | | This can be seen in LTP2, the accessibility strategy and the bus strategy |
| ARGMU | Whereas I broadly approve of the thrust of the LTP2, I believe that the understandable focus of the Air Quality plans on legislated pollutants (NO2 and $PM_{10}$ ) leads to an underestimation of the significance of bus emissions for ill-health in the conurbation. The assessment of air quality has been founded on the principles of Local Air Quality Management, which seeks to identify locations where Air Quality Standards are exceeded, regardless of whether anybody actually lives or works there . Such an approach automatically identifies motorway and trunk road corridors – as illustrated by the AQMA map – and identifies heavy goods vehicles as the principle source. If one re-frames the assessment in terms of the exposure of the population, however, then residential locations, commuting routes and busy city streets become far more significant. etc etc etc In city centre streets the sheltering of buildings reduces dispersion of airborne particles. This is compounded by the fact that people breathe more deeply and receive a higher dose to the lungs when they are active, for example walking to and from bus stops or through the city streets. The exposure for those spending longer outdoors on busy streets will be considerably higher. Of particular concern is the provision in the Plan for increased bus use on the Oxford Road corridor. Our data shows that particle concentrations on Oxford Road, and onboard vehicles using the road, are higher than at any other location in the conurbation, including the M60. Considering the M60 carries far more traffic, we must conclude that buses are the cause | Air Quality/Health or Environment | Buses | These comments were passed onto the air quality sub-group and used to update the strategy. |
| BMF | LTPs are required to give greater consideration to air quality and air pollution from traffic. While the motorcycle and scooter has only recently been subject to emissions limits, the LTP should recognise that in use, motorcycles and scooters are more efficient than other vehicles and less polluting than they appear to be on paper. Euro II limits apply to all new motorcycles and scooters sold since 2003 and in 2006/7 Euro III will bring limits equivalent to those currently applying to new cars. In addition, motorcycles and scooters generally have lower fuel consumption and hence CO2 than other vehicles, particularly in congested conditions where they make better progress through traffic and avoid being locked into a stop/start cycle | Air Quality/Health or Environment | Motorbikes | A motorcycle strategy is being formulated to be submitted early in the LTP2 period |
| ARGMU | Consequently, we have identified that traffic in general, buses in particular, and older buses much more than newer buses, strongly dominate the dose of the most toxic particles to the bulk of the urban population, mostly during commuting and time spent in city streets with busy traffic. Furthermore I am | Air Quality/Health or Environment | Bus | These comments were passed onto the air quality sub-group and used to update the strategy. |

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| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| | conducting research in Manchester showing how the contribution of heavy-duty vehicles, including buses, to non-exhaust $PM_{10}$ (by the resuspension of road dust by tyre friction and gusts) has previously been under-estimated. | | | |
| ARGMU | Our research findings have implications for transport management. They show that there is much greater scope for local intervention than is indicated by considering $NO_2$ and $PM_{10}$ alone. Although I broadly agree with the approach of LTP2 to rely heavily on modal shift to buses and to aim to reduce emissions per vehicle and hold traffic levels steady, it needs to be appreciated that buses place a greater burden on health than may have previously been realised. Emissions are greatest during acceleration, and so street intersections are also hot-spots. Traffic control that aids smooth driving styles will make a greater difference than that predicted by considering $PM_{10}$ and $NO_x$ emissions alone. Perhaps the single policy that would make the greatest improvement would be the banning of poor-quality buses from routes where large numbers of residents/pedestrians would be encountered. Our data strongly supports low emission zones, by-passes or any other intervention that introduces a distance between emissions (especially from congested traffic) and high concentrations of people (pedestrians/workers/residents) and the adoption of low- or zero-emission public vehicles (including Metrolink, of course) in urban centres. | Air Quality | Bus | These comments were passed onto the air quality sub-group and used to update the strategy. |
| SPITS | The aspirations for growth of traffic in Manchester Airport strategy with 50 million passengers per year by 2020 forecast could be seen as both unsustainable and undeliverable, (Aviation White Paper). It could be argued that this conflicts with LTP2 objective 3 (3.3 Pg 60) “To minimise environmental damage caused by transport…”. It is suggested that these two are reviewed together. | Air Quality/Health or Environment | Airport | LTP2 makes effort to increase modal shift to and from more sustainable modes |
| Longsight Transport Project | We feel that the modal split of journeys to and from the airport should not be tied to the number of passengers the airport carries. The airport should be expected to reach the 40% use of public transport (at least) regardless of the number of passengers it is carrying, given that it is already a major transport generator.herefore the target, if expressed as a percentage, should be tied to a number of years not a number of passengers. | Air Quality/Health or Environment | Airport | LTP target reflects airports Ground Transport Plan target |
| GMCVO | Should be greater focus on soft interventions such as cycle training, individualised marketing and other awareness Initiatives | Air Quality/Health or Environment | Behavioural Change | This can be seen in LTP2 |
| GMCVO | Air Quality targets for bus emissions need to be more robust, encourage Quality Bus contracts to provide more controls | Air Quality/Health or Environment | Bus | Proportion of fleet with certain engine types will be monitored, as will use of particulate traps. However, both these are a matter ultimately for operators, although we can encourage them |
| Ramblers Association | We feel that maintaining fund measures aimed at reducing emissions from existing public transport vehicles is not sufficient – the funds should be increased. Particulate emissions have been shown to play a large part in the development of heart and chest ailments and there is therefore an urgent need to improve on the figure of 8% of the bus fleet fitted with particulate traps (This figure was given in the Integrated Transport Strategy for Greater Manchester). | Air Quality/Health or Environment | Buses | These comments were passed onto the air quality sub-group and used to update the strategy. |

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| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| Wigan Sustainable Transport Partnership | Cycling target not hugely ambitious | Air Quality/Health or Environment | Cycling | We feel that the target is challenging but realistic. Given decrease in cycling over LTP1, we think 10% increase in trips is ambitious, and Cycle England agree with us. |
| PHS Directors of Public Health | Would strongly recommend that LTP2 includes a clear commitment to complete the Greater Manchester Cycle Network by the end of the LTP2 period. | Air Quality/Health or Environment | Cycling | There is no definition of what is the Greater Manchester cycle network. Certainly there will not be sufficient funding to complete all our proposed routes in LTP2. However, we have prioritised cycle investment areas for implementation in LTP2 (not necessarily 'complete' though!) |
| Wigan Sustainable Transport Partnership | LTP accepts that arguments for sustainable options appear to have been lost before they have been made. Merseyside shows more commitment to GM to travel change agenda by establishing a permanent team | Air Quality/Health or Environment | Other | Our progress on smarter choices can be seen in LTP2 |
| Longsight Transport Project | Improve lighting in the area (I hear that some improvements are scheduled to take place early 2006). | Air Quality/Health or Environment | Other | Passed onto Manchester City Council |
| Longsight Transport Project | The Longsight Transport Project takes very seriously the contribution of transport to climate change emissions and therefore tries to promote ways of reducing this in its work. We are therefore disappointed to see that climate change is not yet a priority in LTP2 and urge you to reconsider this. We support Friends of the Earth's 'Big Ask' campaign, which is asking for year on year cuts in climate change emissions so that efforts to meet longer term targets are not put off year after year. We believe strongly that this should be incorporated in LTP2, given that it is such a strong opportunity to influence local transport planning over the next five years. Climate Change should therefore be promoted from 'other quality of life issues' and given more substance in the plan. It is therefore important to improve bus services not only for reasons of social inclusion but also to promote more sustainable transport. At the same time emissions from buses must become cleaner. Metrolink can only have minimal effect on this over the next 5 years, and none in Longsight, and the LTP2 can therefore not afford to focus on Metrolink at the expense of bus improvements. | Air Quality/Health or Environment | Other | LTP2 strategy focuses on a wide range of bus improvements, not just Metrolink |
| Longsight Transport Project | As already mentioned, the climate change target should be more ambitious and should meet or exceed the national target of 20% by 2010. We would like to see a plan of how this target will actually be met. | Air Quality/Health or Environment | Other | Co2 target reflects what is likely to happen given success in achieving other targets on traffic growth: CO2 target has to be linked to these |
| SPITS | The Peak Park Transport Forum, which came into being to address this issue, in mind of the environmental concerns of the Peak District National Park, would welcome any development towards the improvement of Trans-Pennine transport facilities. Delivery of any scheme because of its size would be outside the scope of the LTP, however, the development of studies towards the implementation of rail improvements and other sustainable transport solutions to address the issue of the South Trans-Pennine routes would be welcome | Air Quality/Health or Environment | Regional | Greater Manchester Authorities would support such studies |

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| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| SPITS | Air Quality, specifically the effect of local (as opposed to diffuse) traffic exhaust pollution affecting the natural environments of the Peak District National Park, which is cited as a negative effect and it could be argued that this issue should be addressed in regard to National Park purposes. Addressing this issue via Local Transport Plans is made difficult for two reasons:1, Local Transport Plan guidance focuses on Air Quality Action Zones and Air Quality Management Areas which concentrate on the effects of air pollution on populated areas and the effect of air pollution on people and not its effect on the natural environment.2, Condition reports from English Nature, appear to focus on the main negative impact on an area and often do not mention Air Pollution if a more pressing impact is affecting an area. | Air Quality/Health or Environment | Regional | Progress on this issue can be seen in the air quality strategy |
| SPITS | The environmental impact of SEMMMS regarding Section 62 of the Countryside Act and obligations on National Park Purposes in terms of transport impacts should be expressed. It is required that the development of SEMMMS should meet the requirements of this act. An assurance that the impact of road based elements of SEMMMS, namely the A555, Poynton and Stockport Bypasses upon this are responded to accordingly and consultation on the detailed delivery of SEMMMS and its affect on South Pennines Travel movements would be appreciated. | Air Quality/Health or Environment | Roads | The SEMMMS relief road is a clear recommendation of the SEMMMS strategy, which seeks to address the long-term transport problems faced by the South East of Manchester. The respective councils have been working hard to ensure the road scheme, if approved can be developed with minimal negative impact. |
| Wigan Sustainable Transport Partnership | Pleased to see Air Quality Targets | Air Quality/Health or Environment | Targets | This can be seen in LTP2 |
| PHS Directors of Public Health | Although DPH's acknowledge that we have been consulted we are disappointed that our advice has not resulted in endorsement of any of our key ambitions for a cycle network, a strategy to increase walking, movement towards a high quality express network. Apart from the ambitions regarding Air Quality we are generally disappointed with the Provisional LTP2. | Air Quality/Health or Environment | Targets | In Final Plan we have identified clear target groups for cycling and walking, specific cycle investment areas, reviewed and maintained the walking strategy and updated the walking action plan. |
| NW Transport Activists | Walking targets lack ambition and will sell walking short. | Air Quality/Health or Environment | Walking | Two changes to walking target in final plan: made more ambitious by 1) decline now only 5% not 15%, and commitment to no further decrease |
| Living Streets | Active travel is central to improving the health of a nation. Increasingly sedentary lifestyles are a consequence rather than a causal factor and comes about by factors such as poor land use planning factorand comes about by factors such as poor land use planning and comes about by factors such as poor land use planningPlanning for a 15% reduction will not encourage more walking and so will not promote health. Strategic policy should make every effort to raise the status of walking and should be deriving change, including setting positive targets. We hope that during the refinement process the target is revisited. We are impressed with your level of technical analysis but disappointed with your conmclusions effort to raise the status of walking and should be deriving change, including setting positive targets. We hope that during the refinement process the target is revisited. We are impressed with your level of technical analysis but disappointed by your conclusions. | Air Quality/Health or Environment | Walking | Two changes to walking target in final plan: made more ambitious by 1) declien now only 5% not 15%, and commitment to no further decrease |

# Consultation & Engagement Report 1

| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| Ramblers Association | We very much agree that people need to be encouraged to walk, both for health reasons and because of the need to reduce car use. We agree that all the issues listed are issues that act as deterrents to people choosing to walk and therefore need to be addressed.We particularly agree that here is a great potential for enhancing walking opportunities here. | Air Quality/Health or Environment | Walking | Two changes to walking target in final plan: made more ambitious by 1) decline now only 5% not 15%, and commitment to no further decrease |
| Wigan Sustainable Partnership | Lack of ambition with walking targets. | Air Quality/Health or Environment | Walking | Two changes to walking target in final plan: made more ambitious by 1) declien now only 5% not 15%, and commitment to no further decrease |
| PHS Directors to Public Health | Given the ambitions with respect to air quality it is surprising and disappointing the lack of ambition with respect to walking. With some 14% of journeys to work by car under 2km, it would seem that there is more potential to switch these journeys to walking than it will be to persuade more people to use buses for example. | Air Quality/Health or Environment | Walking | Two changes to walking target in final plan: made more ambitious by 1) declien now only 5% not 15%, and commitment to no further decrease |
| PHS Directors to Public Health | Includes a clear commitment to develop a co-ordinated walking strategy which will halt the decline in walking journeys so that by the end of LTP2 the trend is upwards | Air Quality/Health or Environment | Walking | This can be seen in the main document |
| Longsight Transport Project | A target for traffic that asks for a reduction in road traffic should be set. In view of the wider sustainability concerns and Manchester City Council's bid to become the "greenest city in Britain", it is surprising that the walking target is actually a continued reduction in walking. The council should set its aspirations higher and aim for a 15% increase in walking. | Air Quality/Health or Environment | Walking | The walking target has been changed since the provisional submission. See main document |
| GMCVO | An increase in walking will not be achieved by physicial interventions alone- community and voluntary sector needs to be engaged as a delivery partner. | Air Quality/Health or Environment | Walking | This can be seen in the main document |
| PHS Directors of Public Health | DPH's recommend that "there should be a county wide vision for local pedestrian networks." | Air Quality/Health or Environment | | This can be seen in the main document |
| PHS Directors of Public Health | "there should be active promotion of the rail/cycle combination". | Air Quality/Health or Environment | | There is: see BLUC lockers. Cycle carriage on trains is also monitored specifically |
| PHS Directors of Public Health | there should also be cycle parking at all stations.(bus and rail). | Air Quality/Health or Environment | | Work is being carried out on this in association with station development zones |
| Ramblers Association | We very much support the commitment (paragraph 2) to continue the programme of assisting in developing travel plans and other travel change initiatives designed to ensure maximum use of non-car modes. | Congestion | Behavioural Change | This can be seen in LTP2 |
| Ramblers Association | We support the creation of the network of QBCs. A point we would make is that a feature of QBCs is often bus lanes which need to be kept as clear as possible so that car drivers in the slow moving adjacent lane can see how much quicker it would be to travel by bus. We saw a suggestion in a document circulated in April 2005 (GMLTP2 Headline Indicators and Aspirational Targets) that freight traffic might be allowed to use bus lanes at times to relieve congestion (LTP7 Congestion). We would be opposed to this, as bus lanes need to be kept clear, for the reasons we have stated. | Congestion | Bus | GM are not currently exploring the option of freight in bus lanes. That will be the general approach, unless specific circumstances requires otherwise |

# 1 Consultation & Engagement Report

| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| Longsight Transport Project | More bus lanes. | Congestion | Bus | These are being developed throughout Greater Manchester |
| GMCVO | Pleased LTP2 discussues congestion charging and travel planning- would like to see more targets and schemes relating to reallocation of road space | Congestion | Demand Management | As far as targets go, we have concentrated on outcomes, not outputs |
| NW Transport Activists | Reservations on Metrolink alignments, but support in principle. | Congestion | Metrolink - pro | Metrolink, and it's current proposed alignments, are the best option in delivering the long-term objectives of GM |
| Wigan Sustainable Transport Partnership | Concerned that congestion did not have enough detail in document (1 page) | Congestion | Other | This can be seen in LTP2 |
| HA | The success of your plan and its various component strategies will have implications for, and be influenced by, the operation and management of the strategic road network. There are many transport challenges to be faced. For example, you have noted in the Bus Strategy that a significant mode shift towards public transport is required so that the number of car trips is held at the level it was in 2002.This shift needs to be achieved, along with others, in order to ensure that the high levels of economic growth expected as a result of regeneration are sustainable and will not lead to an unacceptable level of congestion on the Greater Manchester conurbation's transport network. Such an outcome would not be in the interest of existing businesses or users of the conurbations transport systems. The impact on air quality will also be an important consideration, particularly having regard to emerging European legislation on this matter. | Congestion | Other | This can be seen in LTP2 |
| HA | You have recognised that more work is needed to define indicators; produce forecasts; set targets; as well as assess the performance and the potential impact of policies, programmes and schemes on plan targets. This is needed in order to provide the necessary evidence to inform and support your LTP2 submission. The outputs from the Congestion Study will be of importance here. I can confirm that we are keen to continue our involvement in commenting on the study and helping you take forward the transport assessment of the plan. | Congestion | Other | As far as targets go, we have concentrated on outcomes, not outputs |
| HA | I note that the target for Area Wide Traffic Mileage is "No change in vehicle kilometres on local authority roads between 2004 and 2011." However, many lengths of the strategic road network pass through the Greater Manchester area. The impact of your plan's policies and programmes on that network has yet to be assessed, identified and considered. Again the findings of the Congestion Study will be of importance. | Congestion | Other | definition of target is set by DfT. Data on overall traffic flows on all roads is monitored and analysed by GMTU |
| HA | Understanding the potential impact of your plan's policies and programmes on the trunk road network is an important issue. It is one you will need to address given the requirement to set out in the LTP document the relationship between national and local targets; in particular National PSA objective DfT1 which relates to congestion on the inter-urban trunk road network. At present the relevant section in the Monitoring Annex for DfT1 states that there will be no change in area wide traffic mileage between 2004 and 2010. This statement | Congestion | Other | Target now changed to limit increase in growth to 2% |

# Consultation & Engagement Report 1

| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| | seems to be at odds with the SPM forecasts and views of the DNMS noted above, which report increases in mileage on the motorway network. | | | |
| Ramblers Association | Park and Ride - We have reservations about this. It should be borne in mind that park and ride facilities on the periphery of the Greater Manchester area could lead to commuters from outside the Greater Manchester boundary forsaking use of the train or bus for the whole journey, and instead using the car to the park and ride facility, so that the result could be increased car use even though this car use would be outside the Greater Manchester boundary. We would like to see only very limited use of park and ride and, where it is used, the facility should not be located in the Green Belt. | Congestion | Park and ride | Park and Ride would only be developed when it is clearly the best option and the disbenefits measured are avoided |
| NW Transport Activists | Seems contradictory to support shorter demand management measures, but seems to support roads for longer strategic journeys instead of rail. | Congestion | Rail | Longer strategic journeys to the centre of the conurbation are most definitely seen as rail based. For journeys outside GM, there is strong support for maximising the use of the West Coat Main Line and investing in the Trans-Pennie routes. |
| CPRE Lancs | Given that rail has potential speed advantage over buses, we would ask, in respect of any other studies, for the long-term possibility of re-instatement of the Bury-Accrington line, that was closed back in 1970. | Congestion | Rail | This would be an extremely expensive scheme, as part of the trackbed has already been used for the A56 bypass at Haslingden, and would need to run over the preserved East Lancs railway-though the possibility on the latter should not be overlooked in the meantime |
| CPRE Lancs | It should be noted that some other transport authorities, including shire councils such as Lancashire, are ahead of Greater Manchester in terms of real-time information, and action should be taken to address this. | Congestion | Real Time Information | Developments will be occurring in this through the LTP2 period |
| SPITS | In terms of the delivery of SPITS and addressing the impact of traffic on the National Park, we would welcome support for this from yourselves. SPITS aims to influence the form of any road pricing scheme that may be introduced to ensure these are of advantage to the National Park. | Congestion | Regional | Greater Manchester authorities, particularly those containing part of the National Park are keen to continue playing a role in SPITS |
| NWDA | The Agency recognises the economic importance of improving strategic motorway access around the Manchester City Region. Whilst we agree that traffic congestion appears to be a major issue only at peak times on this network, there are some areas where 'peak spreading' is taking place, causing significant disruption and unreliability of journey times (e.g. M60 Junctions 12-18). We would like to see greater support in the LTP on the need for solutions to improve reliability on the strategic road network around Greater Manchester. Examples could include reference to the early implementation of the JETTS segregation schemes, the importance of the A555 Manchester Airport Link Road West (as part of the SEMMMS New Relief Road Scheme) and the economic role of the A556. | Congestion | Road Schemes | This can be seen in LTP2 |

# 1 Consultation & Engagement Report

| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| NWDA | The Agency welcomes your study to identify the extent of congestion in the sub-region in order to inform future policy development. This will help to target investment in the most effective areas and may offer a useful tool in the region's potential future contribution to the government's agenda on road user charging; | Congestion | Roads | This can be seen in LTP2 |
| NWDA | CPRE objects to the GMLTP2 progressing the Glossop Spur to the Mottram Tintwistle bypass and asking DfT for full acceptance of the scheme, and to its unqualified support for SPITS | Congestion | Roads | Public transport will benefit significantly from this scheme. |
| CPRE (peak) | Road Schemes- We cannot support these, believing that increasing road space is not a solution to relieving areas adversely affected by excessive road traffic. Very soon after the provision of a relief road, the road relieved will fill up again with new traffic, so that overall road traffic will have increased. Even if the road relieved is reallocated to more environmentally forms of transport, the problem will merely have been transferred elsewhere. | Congestion | Roads | Greater Manchester's approach to road schemes is that major schemes should only be built in a limited number of cases where there is no public transport option, and particularly where there is a severs environmental problem affecting air quality and living conditions |
| Ramblers Association | Glossop Spur to Mottram-Tintwistle bypass. We are opposed to this. Many rights of way would be affected, particularly in terms of loss of tranquillity. Moreover, the Highways Agency have admitted that the scheme would promote more traffic movements on the A628 | Congestion | Roads | AGMA supports the HA in this scheme, 'do nothing' would mean much traffic still intrusion in Mottram village; |
| Ramblers Association | SEMMMS New Relief Road Scheme-We cannot support this. The Stockport North-South bypass element runs through the Goyt Valley, an attractive green area east of Stockport, easily accessible by public transport or walking from the nearby conurbation. There are many rights of way, much used by walkers, which would be adversely affected by the road, despite mitigation measures. In addition the green belt would be opened up to infill development, and more traffic would be generated overall. | Congestion | Roads | The SEMMMS relief road is a clear recommendation of the SEMMMS strategy, which seeks to address the long-term transport problems faced by the South East of Manchester. The respective councils have been working hard to ensure the road scheme, if approved can be developed with minimal negative impact. Mitigation measures have been formulated with local groups. |
| PDNPA | Creating Sustainable Communities Actions are welcomed.The Authority warmly welcomes the demand management measures contained on p24 | Congestion | Roads | This can be seen in LTP2 |
| Wigan Sustainable Transport Partnership | Large number of road schemes, contrary to LTP guidance | Congestion | Roads | Greater Manchester's approach to road schemes is that major schemes should only be built in a limited number of cases where there is no public transport option, and particularly where there is a severs environmental problem affecting air quality and living conditions |

# Consultation & Engagement Report 1

| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| PHS Directors of Public Health | The provisional LTP2 also submits a large number of road schemes, which appears to us contrary to LTP guidance and advice to submit through the regional prioritisation process | Congestion | Roads | Greater Manchester's approach to road schemes is that major schemes should only be built in a limited number of cases where there is no public transport option, and particularly where there is a severe environmental problem affecting air quality and living conditions |
| GMCVO | A hierarchy of road users should be clearly defined. This presents an order in which different road users should be considered when planning or designing highway or traffic management. Schemes. | Congestion | Roads | This can be seen in LTP2 |
| NW Transport Activists | Reservations on Major scheme road projects. | Congestion | Roads - against | Greater Manchester's approach to road schemes is that major schemes should only be built in a limited number of cases where there is no public transport option, and particularly where there is a severe environmental problem affecting air quality and living conditions |
| Ramblers Association | Safe walking and cycling routes in rural communities are to be welcomed, both on the highway network and the rights of way network. | Congestion | Walk | This can be seen in LTP2 |
| Support for UTC bids | Support for UTC bids. | Congestion | | This can be seen in LTP2 |
| CPRE Lancs | Manchester Rail Hub- one issue that the LTP identifies is delay to rail freight. Perhaps the GMPTE ought to consider defending the disused rail line between Radcliffe and Bolton, running through Darcy Lever. In addition to being consistent with Government recommendations, this would keep alive the possibility of a cross-region freight link that would by-pass Manchester. It may be worth the GMPTE investigating the extent to which this would relieve pressure on the Manchester hub. | Freight | Rail | It is not clear what purpose such protection would serve, since rail freight could not use the Metrolink route at Radcliffe. Any problems caused by freight on the Manchester Hub are more likely to be resolved by the buidling of a new inter modal freight terminal to the west of Manchester, as supported in the GM freight strategy |
| NWDA | Under the section on moving freight, we would like you to make specific reference to the proposed intermodal freight terminals designated by NWDA as strategic regional sites and identified in the draft RES; | Freight | Regional | This can be seen in LTP2 |
| SPITS | Freight Connections to East Coast via Road should link into the principles of sustainable haulage and pay regards to the National Park Purposes in their delivery, to reduce the impact of Freight on the National Park. | Freight | Regional | This can be seen in LTP2 |

# 1 Consultation & Engagement Report

| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| NW Transport Activists | GM should be doing much more on cutting edge travel movements than it is. Should demonstrate it is learning from good practice. | Other | Other | This is being developed though the TIF bid and can be seen in LTP2 |
| GMCVO | More early intervention targets- particularly in Manc City Centre and District Centres | Other | Other | We have an annual trajectory to We provide milestones. |
| NW Transport Activists | The plan makes the assumption that new transport infrastructure automatically brings economic benefits. | Other | | We are adopting a co-ordinated approach which brings together the housing, economic, spatial and transport and environmenal strategies such that they are consisted and mutually supporting. Transport infrastructure will not on it's own bring economic benefit. However, transport can act as a constraint to economic development. Therefore, we are only seeking ot target investment where it supports growth in the most sustainable way. Our strategy is based on locality development which generates high flows in areas of accessibility, improving public transport infrastructure and improving facilities for cycling and walking |
| Wigan Sustainable Transport Partnership | Appears to be a belief that individual boroughs are subservient to central Manchester and that economic development, social improvement and regeneration is reliant on central Manchester. WSTP believes that boroughs are short changed if that is the case. It ignores current government. thinking on reconnecting with communities. | Planning | Other | The SPM forecasts that a significant amount of development will occur in Manchester City Centre, but that there will also be substantial development in other parts of Greater Manchester. The LTP2 therefore seeks to focus resources where they will achieve the greatest impact in particular by focusing on trips to key and local centres, educational establishments and larger concentrations of employment. The resources will be distributed across al ten local authority areas. Whilst there is initial focus on corridor partnerships along radial routes to the regional centres we are preparing to identify, develop and roll out orbital corridor partnerships |
| NWDA | We note your intention to undertake a detailed prioritisation process in terms of your major schemes' contributions to transport and wider objectives. We wonder how this might best be aligned with the current Regional Spatial Strategy prioritisation exercise and with that proposed by GONW in the context of the Regional Transport Forum? | Planning | Regional | This can be seen in the main document |
| CPRE Peak | A significant part of Greater Manchester (GM) in the east is covered by the SPITS Business Plan (2005), which aims to reduce the adverse impacts of travel in the Southern Pennines, particularly the Peak District National Park. It would achieve this by upgrading the A628, using traffic restraint on major and minor roads, improving public transport services | Planning | Regional | The measures CPRE have proposed have been analysed but it is felt that the approach set out in LT2 and the SPITS business plan is the best way forward for this area. |

# Consultation & Engagement Report 1

| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| | and marketing, and influencing travel behaviour. Although only a small part of Oldham lies within the Park, Section 62, Environment Act 1995, places a general duty on statutory undertakers and relevant authorities, such as Local Authorities, to have regard to the purposes of National Parks when coming to decisions or carrying out their activities relating to or affecting land within the Parks CPRE has developed a package of measures, SPITS: The Way to Go, which includes sustainable transport measures promoted by the Government | | | |
| SPITS | Although there is no direct boundary with South Yorkshire links between South Yorkshire and Manchester are part of the Northern Way, as part of links between core city regions. This issue is covered in SPITS. It is suggested that this issue is covered as part of cross boundary issues. | Planning | Regional | This can be seen in LTP2 |
| PDNPA | Heartened to see that both the National Park Authority and SPITS have been taken into consideration regarding cross boundary issues. | Planning | Regional | This can be seen in LTP2 |
| Ramblers Association | Real Time Info. We particularly support this. Real-time information for buses is vital to encourage increased bus usage. People get frustrated waiting for a bus which is late, particularly as they have no way of knowing whether the bus has been cancelled or whether they have just missed it. Uncertainty is a great deterrent to bus usage. We urge that the provision of real-time information be prioritised. | PT | Bus | This will be explored in LTP2 |
| Ramblers Association | We support the bids for a new Rochdale Bus Station, Altrincham Interchange Regeneration, and Yellow School Buses. | PT | Bus | These bids will be progressed in LTP2 |
| Wigan Sustainable Transport Partnership | Need to see more evidence of Orbital bus route plans | PT | Bus | This can be seen in the bus strategy |
| Longsight Transport Project | Press for GMPTE to be given greater powers to regulate buses and discipline operators who run poorly performing services | PT | Bus | We would prefer to work voluntarily with operators |
| Longsight Transport Project | Improve CCTV on buses. | PT | Bus | This can be seen in LTP2 |
| Longsight Transport Project | More coordination between police, GMPTE and bus operators to deal with crime and anti-social behaviour on buses | PT | Bus | This can be seen in LTP2 |
| Longsight Transport Project | With regard to the targets set out, we have a few comments to make. The target of 60% satisfaction with buses by 2009/10 is very low. | PT | Bus | We believe a rise of 5% pointsover the LTP2 period is challenging |
| GMCVO | We would support the GMPTA in increasing the controls via Quality Bus Contracts and other means. | PT | Bus | We would prefer to work voluntarily with operators |
| NW Transport Activists | Stockport Interchange should be a higher priority along with Metrolink to the town. | PT | Interchange | This is being developed by Stockport MBC and GMPTE |
| Ramblers Association | Improved cycling and walking links to stations are vital. We urge that convenient footpaths to stations are kept clean and well-lit and, above all, are not closed, forcing people on to a road route which may well be longer as well as less pleasant. We also urge that more bike lockers be installed at rail stations; some stations have only 2 or 3 which is totally inadequate if a significant impact is to be made in encouraging people to leave their cars at home | PT | Rail | This can be seen in our work planned for station development zones |

# 1 Consultation & Engagement Report

| Organisation | Comment | Type of Comment | Sub-type | Response |
|---|---|---|---|---|
| | . | | | |
| PHS Directors of Public Health | The DPH's recommend that more 20mph limits should be established in residential side streets | Road Safety | Roads | Agreed, this can be seen in work programmes |
| Longsight Transport Project | An outreach/education programme on safe driving, including speeding. | Road Safety | Roads | Referred to Manchester City Council |
| Longsight Transport Project | More 20mph zones. | Road Safety | Roads | Referred to Manchester City Council |
| Longsight Transport Project | More visible speed cameras. | Road Safety | Roads | Referred to Manchester City Council |
| Longsight Transport Project | Extension of the Homezone concept into other areas of Longsight. | Road Safety | Roads | Referred to Manchester City Council |
| GMCVO | Schemes should focus on more traffic calming and speed reduction, new crossings, better lighting | Road Safety | Roads | This can be seen in the work programmes |
| Ramblers Association | We fully support the commitment to reduce the numbers of people killed or injured in road accidents by continuing the Casualty Reduction Partnership (responsible for speed cameras), and the Neighbourhood Road Safety Initiative, alongside road safety education and the creation of safe cycling networks. However, we would like to see pedestrians included in this commitment, apart from their being protected to some degree by the vehicle speed reduction measures. We have in mind such measures as the provision of more crossings with pedestrian phases, or traffic islands where pedestrian crossings are not feasible. We do not, however, favour underpasses, as these can be a deterrent to walking, owing to the litter-strewn/graffiti-ridden environment that often develops in them and to people's fear of crime when using them. We are very much in favour of Home Zones, as at Northmoor in Longsight (Manchester), which have been shown to be successful in creating safe areas for pedestrians to use and for children to play in, and we would hope that more can be created. | Road Safety | Walking | This approach can be seen in the work programmes |
| Longsight Transport Project | More work on safe routes to school. | Road Safety | Walking | Referred to Manchester City Council |

# Monitoring Technical Annex 2

## 2.1 Introduction

Chapter 6 of the LTP2 describes how we chose our indicators and the target development process. In this appendix we present a series of tables, one for each indicator, setting out the evidence for the targets and their trajectories. The tables describe:

- The Priority Theme(s) for the indicator
- How we intend to monitor the indicator
- The target and its trajectory
- National targets, where relevant
- Benchmarking against other Metropolitan Areas' provisional LTP2 targets
- Inter-dependent GMLTP targets, where relevant
- The data sources used in establishing the targets
- Our justification for the target in terms of observed and forecast trends and factors affecting the potential for achieving the target
- Potential risks affecting the achievement of the target
- Any geographical variations affecting the target
- Our subsidiary indicators
- Any other pertinent comments.

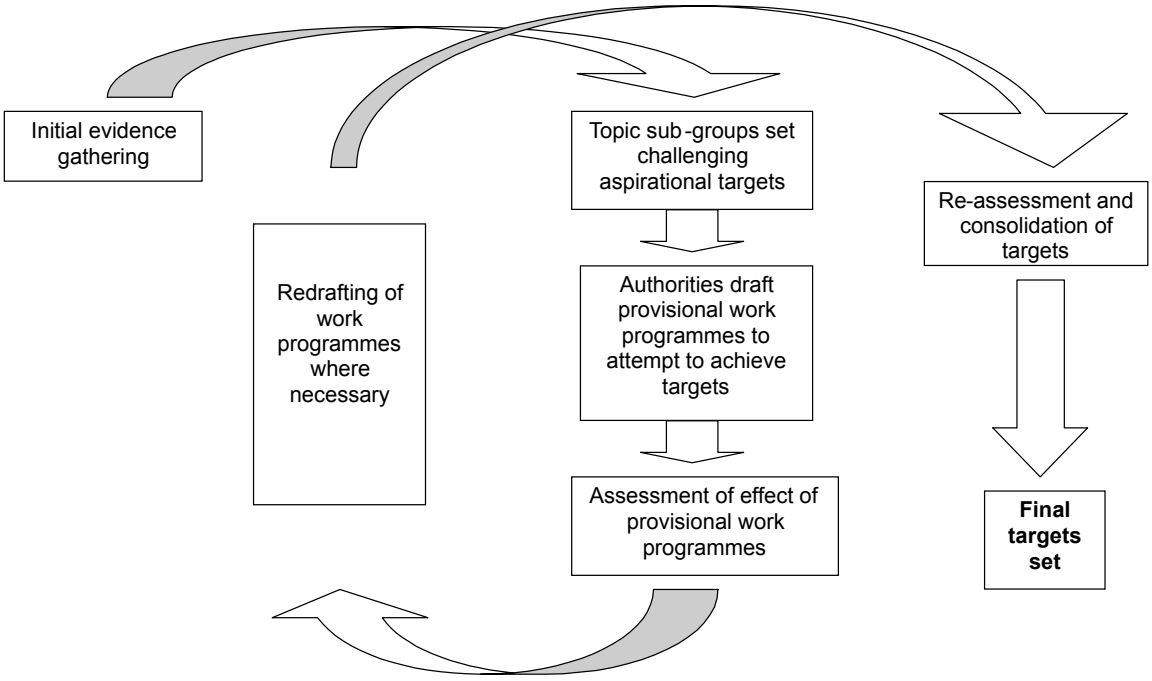
The rate of economic growth has a major effect on many of these indicators. The scenario reflected here is one of relatively high growth associated with the City Region Development Programme. Some contextual indicators are also given.

In considering the indicators, we have given emphasis to headline targets. As part of the overall monitoring framework, subsidiary targets have been developed to assist us in understanding our performance better.

LTP2 guidance suggests that the second LTPs should contain between 20 and 40 targets depending on the area. The Greater Manchester LTP contains targets for 32 separate indicators, 22 of which are mandatory and 10 local. There is a single Greater Manchester target for 26 of these indicators, but separate mandatory targets for each constituent District in the other six (BVPIs 223,224a, 224b, 187, 165 and 178). In these cases, and others where it is legitimate to aggregate District level data (LTP6, LTP8) we have agreed with GONW and DfT that while we shall report the performance of individual Districts, the average position for Greater Manchester should be used to judge whether we are on or off track. We have also agreed with GONW and DfT that an indicator shall be classified as 'on-track' if it falls within a suitable range, to overcome problems of natural variation in some indicators due to the survey methodology and frequency. This range has been determined by examination of the variation of annual historical results, and is described in more detail for each indicator.

# 2 Monitoring Technical Annex

## 2.2 The Target Setting Loop



## 2.3 Summary of LTP2 Headline Indicators and Targets

| Ref | Type | Indicator | Area | Baseline value (2003/04 unless otherwise stated) | Target value (2010/11 unless otherwise stated) | Headline change / notes |
|---|---|---|---|---|---|---|
| **BV 223** (Ex BV96) | Mandatory | **Maintenance:** Proportion of principal roads where structural maintenance should be considered | | 2004/05 base | | Each District has set best estimate target based on 2004/05 scanner data. This target is interim pending receipt of further years' scanner data. |
| | | | Bolton | 32.9% | 40.0% | |
| | | | Bury | 38.8% | 33.0% | |
| | | | Manchester | 37.5% | 32.0% | |
| | | | Oldham | 38.9% | 22.0% | |
| | | | Rochdale | 47.9% | 45.9% | |
| | | | Salford | 39.5% | 33.0% | |
| | | | Stockport | 29.1% | 25.0% | |
| | | | Tameside | 38.5% | 26.2% | |
| | | | Trafford | 42.7% | 42.7% | |
| | | | Wigan | 40.8% | 30.0% | |
| **BV 224a** (Ex BV 97a) | Mandatory | **Maintenance:** Proportion of non-principal classified roads where structural maintenance should be considered | | 2005/06 base | | Each District has set interim target based on coarse visual inspection (cvi), pending receipt of 2005/06 scanner data<br><br>NB. Comparison between authorities and between years is made difficult due to differences in survey methodology and proportion of the network assessed: contact individual authorities for details |
| | | | Bolton | 65.0% | 54.5% | |
| | | | Bury | 22.4% | 12.0% | |
| | | | Manchester | 12.0% | 9.0% | |
| | | | Oldham | 44.0% | 32.0% | |
| | | | Rochdale | 12.0% | 12.0% | |
| | | | Salford | 70.0% | 55.0% | |
| | | | Stockport | 15.0% | 10.0% | |
| | | | Tameside | 9.1% | 8.4% | |
| | | | Trafford | 5.5% | 5.5% | |
| | | | Wigan | 13.0% | 10.5% | |

| Ref | Type | Indicator | Area | Baseline value (2003/04 unless otherwise stated) | Target value (2010/11 unless otherwise stated) | Headline change / notes |
|---|---|---|---|---|---|---|
| **BV 224b** (Ex BV 97b) | Mandatory | **Maintenance:** Proportion of unclassified roads where structural maintenance should be considered | | 2004/05 base | | Each District has set target based on cvi<br>NB. Comparison between authorities and between years is made difficult due to differences in survey methodology and proportion of the network assessed: contact individual authorities for details |
| | | | Bolton | 18.2% | 31.0% | |
| | | | Bury | 14.3% | 5.0% | |
| | | | Manchester | 11.1% | 9.5% | |
| | | | Oldham | 62.9% | 55.0% | |
| | | | Rochdale | 13.3% | 10.0% | |
| | | | Salford | 27.8% | 15.0% | |
| | | | Stockport | 15.8% | 12.0% | |
| | | | Tameside | 11.1% | 8.1% | |
| | | | Trafford | 17.1% | 13.8% | |
| | | | Wigan | 6.1% | 8.0% | |
| **BV 99 x** | Mandatory | **Road safety:** total KSI | Greater Manchester | 1994-98 avge | | 50% reduction on 1994 -1998 baseline by 2009-11 average |
| | | | | 1281 (index 100) | 641 (50) | |
| **BV 99 y** | Mandatory | **Road safety:** child KSI | Greater Manchester | 1994-98 avge | 2009-11 avge | 55% reduction on 1994 -1998 baseline by 2009-11 average |
| | | | | 304 (index 100) | 137 (45) | |
| **BV 99 z** | Mandatory | **Road safety:** slight casualties | Greater Manchester | 1994-98 avge | 2010 | 30% reduction on 1994-1998 baseline |
| | | | | 15426 (index 100) | 10798 (70) | |
| **BV 102 a** | Mandatory | **Bus patronage** | Greater Manchester | 227m journeys (index 100) | 230 m (102) | 2.1% increase between 2003/04 and 2010/11, ie. 4% increase over LTP2 period |
| **BV 102 b** | | **Rail patronage** | | 17.5m journeys (index 100) | 19.6 m (112) | 12% increase between 2003/04 and 2010/11 ie. 5.2% increase over LTP2 period |
| **BV 102 c** | | **Metrolink patronage** | | 18.6m journeys (index 100) | 20.7m (111) | 11% increase between 2003/04 and 2010/11 ie. 6% increase over LTP2 period |
| **BV 104** | Mandatory | **Bus satisfaction** (residents) | Greater Manchester | 55% | 2009/10: 60% | 5 percentage points increase |

| Ref | Type | Indicator | Area | Baseline value (2003/04 unless otherwise stated) | Target value (2010/11 unless otherwise stated) | Headline change / notes |
|---|---|---|---|---|---|---|
| **BV 187** | Mandatory | **Maintenance:**<br><br>Percentage of category 1,1a and 2 footways which may require maintenance to preserve serviceability | | 2004/05 base | | Each District has set target based on detailed visual inspection |
| | | | Bolton<br>Bury<br>Manchester<br>Oldham<br>Rochdale<br>Salford<br>Stockport<br>Tameside<br>Trafford<br>Wigan | 52.0%<br>22.7%<br>15.0%<br>42.0%<br>22.0%<br>58.0%<br>28.8%<br>20.0%<br>37.4%<br>20.6% | 20.0%<br>11.0%<br>12.0%<br>24.0%<br>12.0%<br>49.0%<br>17.0%<br>14.0%<br>8.0%<br>4.5% | |
| **LTP 1 a** | Mandatory | **Accessibility:**<br><br>Percentage of households within 30 minutes access by public transport to a Category A interchange by 08:45 | Greater Manchester | 2005<br>85% | Maintain 85% | Maintain current levels |
| **LTP 1 b** | Mandatory | Percentage of people in receipt of Jobseekers Allowance within 30 minutes access by public transport to a Category A interchange by 08:00 | | 2005<br>90% | Maintain 90% | Maintain current levels |
| **LTP 2** | Mandatory | **Road Traffic:**<br><br>Area wide road traffic kilometres on local roads | Greater Manchester | 7302m veh-km | 7386m | Limit to 2% increase |
| **LTP 3** | Mandatory | **Cycling:**<br><br>Index of recorded cycle counts | Greater Manchester | 2005/06<br>ACC Index 100 | ACC Index<br>106 | 10% increase in the number of cycle trips from 2003/04 base, |

| Ref | Type | Indicator | Area | Baseline value (2003/04 unless otherwise stated) | Target value (2010/11 unless otherwise stated) | Headline change / notes |
|---|---|---|---|---|---|---|
| | | | | | | which is estimated to equate to a 6% increase in cycle flows recorded at the 60 core Automatic Cycle Counter sites from a 2005/06 base |
| **LTP 4 a** | Mandatory | **Mode share journeys to primary school** | Greater Manchester | 56% by non-car modes | 58% | 2 percentage points increase in use of non-car modes |
| **LTP 4 b** | Mandatory | **Mode share journeys to secondary school** | | 80% by non-car modes | 80% | No further reduction in use of non-car modes |
| **LTP 5** | Mandatory | **Bus punctuality** | Greater Manchester | 2004/05 73% | 85% | 12 percentage points increase |
| **LTP 6 a** | Mandatory | **Peak traffic flow to Regional Centre** | Regional centre | 2005 30779 vehs | 2011 30779 | No increase in peak period vehicle trips into the Regional centre |
| **LTP 6 b** | Mandatory | **Peak traffic flow to other key centres** | Other key Centres | 2002-05 57243 vehs | 57750 | Limit peak period vehicle trips into other key centres to no more than a 1% increase by 2009-11. |
| **LTP 7** | Mandatory | **Congestion**:<br><br>Average journey time per person mile on target routes | Greater Manchester | Index 100 | Index 100 | Interim target of no worsening of congestion with 2% increase in area-wide traffic flows on local roads. |
| **LTP 8** | Mandatory | **Air quality:**<br><br>$NO_2$ concentrations* ($ug/m^3$) at worst case receptor points within AQMAs<br><br>* 1 hour average NO2 conc<br><br>Intermediate proxy of tonnes NOx emissions from traffic on local main roads | | 2005 modelled | 2010 modelled | Reduction of 39% in NOx emissions from traffic on local main roads |
| | | | Bolton<br>Bury<br>Manchester<br>Oldham<br>Rochdale<br>Salford<br>Stockport<br>Tameside<br>Trafford<br>Wigan<br><br>**G M avge** | 42.26<br>47.08<br>36.71<br>40.93<br>53.18<br>48.09<br>40.71<br>48.00<br>40.00<br>51.59<br><br>**44.86** | 36.39<br>50.09<br>29.00<br>35.32<br>46.72<br>46.07<br>29.01<br>40.00<br>31.51<br>45.06<br><br>**38.92** | |
| | | | | 2004 | 2011 | |

| Ref | Type | Indicator | Area | Baseline value (2003/04 unless otherwise stated) | Target value (2010/11 unless otherwise stated) | Headline change / notes |
|---|---|---|---|---|---|---|
| | | | Bolton<br>Bury<br>Manchester<br>Oldham<br>Rochdale<br>Salford<br>Stockport<br>Tameside<br>Trafford<br>Wigan<br><br>**Total GM** | 1643<br>1724<br>2001<br>898<br>2156<br>2664<br>1441<br>1085<br>1094<br>1866<br><br>**16572** | 1015<br>1035<br>1249<br>557<br>1307<br>1620<br>877<br>687<br>688<br>1141<br><br>**10177** | |
| **LTP 9** | Local | **Climate change:**<br><br>Tonnes $CO_2$ emissions from road traffic on local roads | Greater Manchester | 2004<br>3.76m | 2011<br>3.93m | Limit to 4.5% increase |
| **LTP 10 a** | Local | **Accessible infrastructure** (wheelchair accessible buses) | Greater Manchester | 42% in 2004/05 | 66% by 2008/09 | 37.5% increase (i.e. 24 percentage points) in wheelchair accessible buses |
| **LTP 10 b** | Local | **Accessible infrastructure** (raised bus stops) | Greater Manchester | | | To be reported in future APRs when data collection mechanism established |
| **LTP 10 c** | Local | **Accessible infrastructure** (rail) | Greater Manchester | 50.5% in 2004/05 | 57% in 2008/09 | 5 more accessible stations by 2008/09 |
| **LTP 10 d** | Local | **Accessible infrastructure** (pedestrian crossings BV165) | | 2004/05 | | Set by each District |
| | | | Bolton<br>Bury<br>Manchester<br>Oldham<br>Rochdale<br>Salford<br>Stockport<br>Tameside | 41.0%<br>75.7%<br>81.5%<br>77.6%<br>54.0%<br>80.4%<br>93.1%<br>79.2% | 79.0%<br>83.0%<br>86.5%<br>91.0%<br>76.0%<br>95.0%<br>98.0%<br>95.5% | |

| Ref | Type | Indicator | Area | Baseline value (2003/04 unless otherwise stated) | Target value (2010/11 unless otherwise stated) | Headline change / notes |
|---|---|---|---|---|---|---|
| | | | Trafford<br>Wigan | 35.0%<br>88.0% | 98.0%<br>95.0% | |
| **LTP 10 e** | Local | **Public Rights of Way**<br><br>Ease of use of PRoW by the public (BV 178) | | 2004/05 base | | Set by each District |
| | | | Bolton<br>Bury<br>Manchester<br>Oldham<br>Rochdale<br>Salford<br>Stockport<br>Tameside<br>Trafford<br>Wigan | 67.0%<br>81.9%<br>66.3%<br>46.5%<br>42.0%<br>66.0%<br>79.3%<br>88.8%<br>37.0%<br>68.0% | 77.0%<br>87.0%<br>95.0%<br>80.0%<br>66.0%<br>75.3%<br>90.0%<br>95.5%<br>95.0%<br>73.0% | |
| **LTP 11** | Local | **Walking**:<br><br>No. trips/year/person where walking is the main mode. | Greater Manchester | 249 trips / person in 2004 | 237 trips / person | To stop the decline in walking trips after an initial 5% decrease. |
| **LTP 12 a** | Local | **Mode share to Regional Centre** | Regional Centre | 61% in 2005 | 65% | Increase in use of non-car modes limited to 5 percentage points. |
| **LTP 12 b** | Local | **Mode share to Key Centres** | Other Key Centres | 2003-05<br><br>40% non-car modes | 40% | Maintain current modal split at 40% for non-car Modes |
| **LTP 12 c** | Local | **Vehicle trips per passenger to Manchester Airport** | Manchester Airport | 2005<br>1.44 veh trips/pass (21.5m pass) | 2011<br>1.38 veh trips/pass (est 30m pass) | 4% reduction in the ratio of vehicle trips : passengers between 2005 and 2011, when passenger levels are expected to reach 30m. |

# Monitoring Technical Annex 2

## 2.4 Highway Maintenance BV 223 (ex BV96) Principal Road Condition

| **Mandatory Headline indicator** | **BV 223 (ex BV96) Principal Road Condition**<br>Proportion of principal roads where structural maintenance should be considered |
|---|---|
| Priority Theme(s) | ● Road Safety<br>● Congestion |
| Method of monitoring indicator | Road Condition Scanner |
| Interim Target | Target setting proving difficult as results vary widely from CVI BV96 figures, and only 1 years data exists. These targets represent our best estimate, and should be treated as provisional until further scanner data has been analysed. |
| Trajectory | Authority 04/05 05/06 06/07 07/08 08/09 09/10 **10/11**<br>Bolton 32.9 32.9 35.5 37.0 38.0 39.0 **40.0**<br>Bury 38.8 38.0 37.0 36.0 35.0 34.0 **33.0**<br>Manchr 37.5 36.5 36.0 35.0 34.0 33.0 **32.0**<br>Oldham 38.9 35.0 30.0 25.0 24.0 23.0 **22.0**<br>Rochdle 47.9 45.9 45.9 45.9 45.9 45.9 **45.9**<br>Salford 39.5 37.5 37.0 36.0 35.0 34.0 **33.0**<br>Stockpt 29.1 30.0 29.0 28.0 27.0 26.0 **25.0**<br>Tamesde 38.5 31.2 30.2 29.2 28.2 27.2 **26.2**<br>Trafford 42.7 42.7 42.7 42.7 42.7 42.7 **42.7**<br>Wigan 40.8 39.7 38.0 36.0 34.0 32.0 **30.0** |
| National target | |
| Inter-dependent GMLTP targets | Indirectly, for example with LTP3 Cycling and BV99 Road Safety. |
| Source of data for setting targets and trajectories | Coarse visual inspection and scanner data. |
| Target justification | Available resources, current condition, and expected rate of deterioration have been used to set interim targets. Interpretation of baseline information and trends has been difficult due to the changes in methodology. |
| Risks | |
| Geographical variations | Road surfaces deteriorate more rapidly in areas with heavy traffic (particularly HGVs) and inclement weather such as that found in the Pennine areas. |
| Subsidiary indicators | Indicators to be developed for retaining walls and bridges |
| Other comments | The GM authorities will endeavour to carry out a safety audit on as many schemes as possible. |

# 2 Monitoring Technical Annex

## 2.5 Highway Maintenance BV 224a Non-principal classified road condition

| Mandatory Headline indicator | BV 224a Non-principal classified road condition<br>Proportion of non-principal classified roads where structural maintenance should be considered |
|---|---|
| Priority Theme(s) | ● Road Safety<br>● Congestion |
| Method of monitoring indicator | Scanner data from 2005/06 |
| Interim Targets | These targets are based on coarse visual inspection, and will be replaced by targets based on scanner data when sufficient information has been received and analysed. |
| Trajectory | Authority 04/05 05/06 06/07 07/08 08/09 09/10 **10/11**<br>Bolton 22.7 65.0 40.0 44.0 47.0 51.0 **54.5**<br>Bury 21.7 22.4 20.0 18.0 16.0 14.0 **12.0**<br>Manchr 4.9 12.0 10.0 9.7 9.5 9.2 **9.0**<br>Oldham 50.1 44.0 38.0 36.0 34.0 33.0 **32.0**<br>Rochdle 12.3 12.0 12.0 12.0 12.0 12.0 **12.0**<br>Salford 33.8 70.0 67.0 64.0 61.0 58.0 **55.0**<br>Stockpt 12.8 15.0 14.0 13.0 12.0 11.0 **10.0**<br>Tamesde 9.63 9.1 8.8 8.4 8.4 8.4 **8.4**<br>Trafford 5.53 5.5 5.5 5.5 5.5 5.5 **5.5**<br>Wigan 8.36 13.0 12.5 12.0 11.5 11.0 **10.5** |
| National target | |
| Inter-dependent GMLTP targets | Indirectly, for example with LTP3 Cycling and BV99 Road Safety. |
| Source of data for setting targets and trajectories | Coarse visual inspection and scanner data. |
| Target justification | Available resources, current condition, and expected rate of deterioration have been used to set interim targets. Interpretation of baseline information and trends has been difficult due to the changes in methodology. |
| Geographical variations | Road surfaces deteriorate more rapidly in areas with heavy traffic (particularly HGVs) and inclement weather such as that found in the Pennine areas. |
| Subsidiary indicators | Indicators to be developed for retaining walls and bridges |

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## 2.6 Highway Maintenance BV 224b Unclassified Road Condition

| Mandatory Headline indicator | BV 224b Unclassified Road Condition<br>Proportion of unclassified roads where structural maintenance should be considered |
|---|---|
| Priority Theme(s) | ● Congestion<br>● Road Safety |
| Method of monitoring indicator | Coarse Visual Inspection (CVI) |
| Targets | See below |
| Trajectory | Authority 04/05 05/06 06/07 07/08 08/09 09/10 **10/11**<br>Bolton 18.2 19.3 24.0 26.0 27.5 29.0 **31.0**<br>Bury 14.3 7.9 7.0 6.5 6.0 5.5 **5.0**<br>Manchr 11.1 10.5 10.0 9.8 9.7 9.6 **9.5**<br>Oldham 62.9 60.0 59.0 58.0 57.0 56.0 **55.0**<br>Rochdle 13.3 12.5 12.0 11.5 11.0 10.5 **10.0**<br>Salford 27.8 24.0 23.0 21.0 19.0 17.0 **15.0**<br>Stockpt 15.8 15.0 15.0 15.0 14.0 13.0 **12.0**<br>Tamesde 11.1 10.1 9.1 8.1 8.1 8.1 **8.1**<br>Trafford 17.1 16.9 16.0 15.4 14.8 14.2 **13.8**<br>Wigan 6.1 10.0 9.5 9.0 9.0 8.5 **8.0** |
| Inter-dependent GMLTP targets | Indirectly, for example with LTP3 Cycling and BV99 Road Safety. |
| Source of data for setting targets and trajectories | Coarse visual inspection |
| Target justification | Available resources, current condition, and expected rate of deterioration have been used to set interim targets. Interpretation of baseline information and trends has been difficult due to the changes in methodology. |
| Geographical variations | Road surfaces deteriorate more rapidly in areas with heavy traffic (particularly HGVs) and inclement weather such as that found in the Pennine areas. |

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## 2.7 Highway Maintenance BV 187 Principal Footway Condition

| Mandatory Headline indicator | BV 187 Principal Footway Condition<br>Proportion of category 1, 1a and 2 footways which may require maintenance to preserve serviceability. |
|---|---|
| Priority Theme(s) | ● Congestion<br>● Road Safety |
| Method of monitoring indicator | Visual Inspection |
| Targets | See below |
| Trajectory | Authority 04/05 05/06 06/07 07/08 08/09 09/10 **10/11**<br>Bolton 52.0 52.0 41.0 35.5 30.0 25.0 **20.0**<br>Bury 22.7 19.0 16.0 14.0 13.0 12.0 **11.0**<br>Manchr 15.0 14.9 14.0 13.5 13.0 12.5 **12.0**<br>Oldham 42.1 38.0 34.0 30.0 28.0 26.0 **24.0**<br>Rochdle 22.0 21.0 20.0 18.0 16.0 14.0 **12.0**<br>Salford 58.0 59.0 58.0 53.0 51.0 50.0 **49.0**<br>Stockpt 28.8 30.0 25.0 23.0 21.0 19.0 **17.0**<br>Tameside 20.0 18.2 15.8 15.8 14.5 14.5 **14.0**<br>Trafford 37.4 37.5 19.0 13.0 8.0 8.0 **8.0**<br>Wigan 20.6 8.8 8.7 8.5 6.0 5.0 **4.5** |
| Inter-dependent GMLTP targets | LTP 11 Walking |
| Source of data for setting targets and trajectories | Detailed visual inspection |
| Target justification | Available resources, current condition, and expected rate of deterioration have been used to set interim targets. Interpretation of baseline information and trends has been difficult due to the changes in methodology. |

# Monitoring Technical Annex 2

## 2.8 Road Safety BV 99 road safety - all KSI

| Mandatory Headline indicator | BV 99 road safety - all KSI |
|---|---|
| Priority Theme(s) | Road Safety |
| Method of monitoring indicator | STATS19 casualty data provided by Greater Manchester Police and processed by GMTU – annual. Includes Highways Agency roads. |
| Target | 50% reduction on 1994 -1998 baseline by 2010 |
| Trajectory | **Year: Number Index**<br><br>1994-1998 baseline 1281 100<br>2001-2004: baseline 1069 83<br><br>2002-04 average 1066 83<br>2003-05 average 991 77<br>2004-06 average 922 72<br>2005-07 average 857 67<br>2006-08 average 797 62<br>2007-09 average 741 58<br>2008-10 average 689 54<br>2009-11 average 641 50<br><br>Note that the casualties for the target year would not be known until Feb/March 2012 (i.e. when the full 2011 data is available). |
| National target | PSA 5: 40% reduction all KSI between 1994-98 and 2010 |
| Comparison of GMLTP2 final target with other Metropolitan Areas' Provisional LTP2 targets | **Greater Manchester -50%** West Midlands -40%<br>West Yorkshire -48% South Yorkshire -22%<br>Merseyside -40% Tyne & Wear n/a |
| Inter-dependent GMLTP targets | LTP 4 Cycling<br>LTP 11 Walking<br>LTP 2 Area-wide road traffic kilometres |
| Source of data for setting targets and trajectories | STATS19 casualty data provided by Greater Manchester Police and processed by GMTU – annual. |
| Target justification | **Trends**<br><br>● KSI casualties fell by over 50% between 1989 and 1998. Since then the trend has been disappointing. However, 2004 had the fewest KSI casualties since 1998.<br>● The 50% target was set for the first LTP and is already more stringent than the national target. It would be inappropriate to stretch this further.<br><br>**Potential**<br><br>● Initiatives such as the 'Casualty Reduction Partnership' are helping to combat speeding, which should reduce casualties, and casualty severity (but also see risks).<br>● Other initiatives to reduce speed such as traffic calming, Watchman etc. should all feed into a reduction of KSIs<br>● School and workplace travel plans should increase the share of travel by non-car modes. If this leads to fewer car-based trips, casualties should fall (but also see risks) |

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| Mandatory Headline indicator | BV 99 road safety - all KSI |
|---|---|
| | ● Vehicle manufacturers are making cars safer for both occupants and other road users, which should lead to fewer casualties and reduced severity.<br>● Over-achieves national target |
| Risks | ● School and workplace travel plans should increase trips by non-car modes of transport. If there is no associated drop in car mileage, casualties to the vulnerable road users may increase (but also see potential)<br>● If police rely too heavily on speed cameras to enforce speed across the network, and reduce the 'traditional' traffic police role, the overall effect may to reduce drivers' compliance with the law, leading to more KSI casualties.<br>● The current regime of funding speed cameras may change.<br>● Quality of life improvements introduced to meet other targets might result in an increase in casualties. For example, removing pedestrian railings to encourage walking, may lead to greater pedestrian risks/higher KSIs.<br>● Engineering measures cannot tackle all situations, and need to be supported by education and awareness campaigns. |
| Geographical variations | ● 7 of the 10 districts have individual PSA targets to cover KSI casualties<br>● KSI collisions are biased towards the regional centre, other Key Centres and major roads<br>● Reductions in KSI have been less in the north of the conurbation. |
| Subsidiary indicators | ● Child casualties in deprived wards (ratio of child casualties in deprived wards and other wards)<br>● Pedestrian casualties<br>● Cycle casualties<br>● Cycle casualty rate (number of cycle casualties reported relative to automatic cycle count figures)<br>● Cycle training (% of primary school leavers in receipt of cycle training)<br>● Ratio of motorcycle casualties all roads: rural roads<br>● Motorcycle casualty rate (The number of casualties reported relative to annual motorcycle kms<br>● District-level 3-year rolling average KSI targets |
| Other comments | ● The GM authorities will endeavour to carry out a safety audit on as many schemes as possible. |

# Monitoring Technical Annex 2

## 2.9 Road Safety - BV99 road safety child KSI

| Mandatory Headline indicator | BV 99 road safety child KSI |
|---|---|
| Priority Theme(s) | Road Safety |
| Method of monitoring indicator | STATS19 casualty data provided by Greater Manchester Police and processed by GMTU – annual. |
| Target | 55% reduction on 1994 -1998 baseline by 2010<br><br>Data presented as three year rolling averages. |
| Trajectory | **Year:** **Number** **Index**<br><br>1994-1998 baseline 304 100<br>2001-2004: baseline 224 74<br><br>2002-04 average 214 70<br>2003-05 average 201 66<br>2004-06 average 188 62<br>2005-07 average 177 58<br>2006-08 average 166 55<br>2007-09 average 156 51<br>2008-10 average 146 48<br>2009-11 average 137 45<br><br>Note that the casualties for the target year would not be known until Feb/March 2012 (i.e. when the full 2011 data is available). |
| National target | PSA5: 50% reduction in child KSI between 1994-98 and 2010, with the emphasis on tackling the significantly higher incidence in disadvantaged communities |
| Comparison of GMLTP2 final target with other Metropolitan Areas' Provisional LTP2 targets | **Greater Manchester -55%** West Midlands -50%<br>West Yorkshire -50% South Yorkshire n/a<br>Merseyside -35% Tyne & Wear n/a |
| Inter-dependent GMLTP targets | LTP 4 Cycling<br>LTP 11 Walking |
| Source of data for setting targets and trajectories | STATS19 casualty data provided by Greater Manchester Police and processed by GMTU – annual. |
| Target justification | **Trends**<br><br>● Child KSI casualties have fluctuated up and down each year since 1995. However, the overall trend is clearly downwards.<br>● The first LTP set the national target for a 50% reduction. This is looking achievable, and it seems appropriate to set a more stringent target of a 55% reduction.<br><br>**Potential**<br><br>● The Neighbourhood Road Safety Initiative is targeting deprived areas where child casualties are disproportionately high per head of population<br>● Initiatives such as the 'Casualty Reduction Partnership' are helping to combat speeding, which should reduce casualties, and casualty severity (but also see risks).<br>● Other initiatives to reduce speed such as traffic calming, Watchman etc. should all feed into a reduction of KSIs |

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| Mandatory Headline indicator | BV 99 road safety child KSI |
|---|---|
| | ● School and workplace travel plans should increase non-car modes of transport. If this leads to less car based trips, casualties should fall (but also see risks, below) see Road Safety indicator (1)<br>● Over-achieves national target |
| Risks | ● School and workplace travel plans should increase non-car modes of transport. If there is no correspondent drop in vehicle trips, casualties to the vulnerable road users may increase (but also see Target Justification potential section, above)<br>● If police rely too heavily on speed cameras to enforce speed across the network, and reduce the 'traditional' traffic police role, the overall effect may to reduce drivers' compliance with the law, leading to more KSI casualties.<br>● The current regime of funding speed cameras may change.<br>● Quality of life improvements introduced to meet other targets may have a negative effect on casualties. For example, removing pedestrian railings to encourage walking, might lead to greater pedestrian risks/higher Child KSIs. |
| Geographical variations | ● Child casualties in deprived wards are disproportionately high<br>● 2 of the 10 districts have individual PSA targets to cover Child KSI casualties<br>● 56% of Child KSI accidents occur on minor roads |
| Subsidiary indicators | ● Child casualties in deprived wards (ratio of child casualties in deprived wards and other wards)<br>● Pedestrian casualties<br>● Cycle casualties<br>● Cycle casualty rate (number of cycle casualties reported relative to automatic cycle count figures)<br>● Cycle training (% of primary school leavers in receipt of cycle training) |
| Other comments | ● Numbers of child casualties are relatively small and trends can be seen across the county as a whole and after several years only. |

# Monitoring Technical Annex 2

## 2.10 Road Safety BV99 road safety safety slight casualty reduction

| Mandatory Headline indicator | BV 99 road safety slight casualty reduction |
|---|---|
| Priority Theme(s) | Road Safety |
| Method of monitoring indicator | STATS19 casualty data provided by Greater Manchester Police and processed by GMTU – annual. |
| Target | 30% reduction on 1994-1998 baseline |
| Trajectory | **Year:** **Number** **Index**<br><br>1994-1998 baseline 15426 100<br>2001-2004 baseline 13535 88<br><br>2004: 12501 81<br>2005: 12271 81<br>2006: 11933 81<br>2007: 11650 81<br>2008: 11366 80<br>2009: 11082 80<br>2010: 10798 70 |
| National target | 10% reduction in slight casualty numbers between 1994-98 and 2010, and a 9% reduction from 2001-04 to 2010. |
| Comparison of GMLTP2 final target with other Metropolitan Areas' Provisional LTP2 targets | (from 2001-2004 base)<br><br>**Greater Manchester -30%** Tyne & Wear -10%<br><br>West Yorkshire -15% Merseyside -9%<br><br>West Midlands -10% South Yorkshire -5% |
| Inter-dependent GMLTP targets | LTP2 Area-wide road traffic kilometres |
| Source of data for setting targets and trajectories | STATS19 casualty data provided by Greater Manchester Police and processed by GMTU – annual. |
| Target justification- | **Trends**<br><br>● Slight casualties were 19% fewer in 2004 than in the base years and have fallen every year since 2000.<br>● A target of a 10% reduction in slight casualties was set for the first LTP. However, the trend indicates that a more stringent target of a 30% reduction can be met. This over-achieves national target<br><br>**Potential**<br><br>● Although initiatives such as the 'Casualty Reduction Partnership' are aimed at reducing KSIs, they should also help to reduce slight casualties.<br>● Other initiatives to reduce speed such as traffic calming, Watchman etc. should all feed into a reduction of slight casualties.<br>● School and workplace travel plans should increase non-car modes of transport. If this leads to fewer car-based trips, casualties should fall (but also see risks). |
| Risks | ● School and workplace travel plans should increase non-car modes of transport. If there is no correspondent drop in vehicle trips, casualties to the vulnerable road users may increase (but also see potential)<br>● If police rely too heavily on speed cameras to enforce speed across the network, and reduce the 'traditional' traffic police role, the overall effect may to reduce drivers' compliance with the law, leading to more casualties. |

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| Mandatory Headline indicator | BV 99 road safety slight casualty reduction |
|---|---|
| | ● The current regime of funding speed cameras may change.<br>● Quality of life improvements introduced to meet other targets may have a negative effect on casualties. For example, removing pedestrian railings to encourage walking, might lead to greater pedestrian risks/higher casualties.<br>● Police reorganisation of traffic units may lead to changes in the reporting level of slight accidents. |
| Inter-dependent GMLTP targets | LTP2 Area-wide road traffic kilometres |
| Geographical variations | ● Collisions with slight casualties are likely to occur anywhere on the road network, although there is a bias towards the regional centre, other Key Centres and major roads, this being where traffic flows and potential conflicts are highest. |
| Subsidiary indicators | ● Child casualties in deprived wards (ratio of child casualties in deprived wards and other wards)<br>● Pedestrian casualties<br>● Cycle casualties<br>● Cycle casualty rate (number of cycle casualties reported relative to automatic cycle count figures)<br>● Cycle training (% of primary school leavers in receipt of cycle training)<br>● Motorcycle casualties<br>● Motorcycle casualty rate (The number of casualties reported relative to motorcycle counts from DfT/GMTU manual counts)<br>● District level targets |
| Other comments | ● The GM authorities will endeavour to carry out a safety audit on as many schemes as possible. |

# Monitoring Technical Annex 2

## 2.11 BV 102 Bus and Public Transport Patronage

| Mandatory Headline indicator | a) Number of bus passenger trips in Greater Manchester (BV 102)<br>b) Number of rail passenger trips in Greater Manchester<br>c) Number of Metrolink passenger trips in Greater Manchester |
|---|---|
| Priority Theme(s) | Congestion |
| Method of monitoring indicator | **Bus:** Continuous Passenger Sampling (CPS) survey on board counts. Changes to the methodology of bus patronage monitoring are expected in the LTP2 period, following a review of the current method..<br><br>**Rail:** Annual Rail boarding and alighting counts, combined with LENNON ticket sales data.<br><br>**Metrolink:** Metrolink ticket data and boarding and alighting counts. |
| Targets | **Bus**: 2.1% increase between 2003/04 and 2010/11,<br>Ie. 4.5% increase over LTP2 period<br><br>**Rail:** 12% increase between 2003/04 and 2010/11<br>Ie. 5.2% increase over LTP2 period,<br>15% increase between 2000/01 and 2010/11<br><br>**Metrolink**: 11% increase between 2003/04 and 2010/11<br>Ie. 6% increase over LTP2 period<br>20% increase between 2000/01 and 2010/11 |
| Trajectory | **Bus**<br><br>**Year: m journeys index**<br><br>*2003/04: 225 100*<br>*2004/05: 219 97*<br>2005/06: 220 98<br>2006/07: 228 101<br>2007/08: 228 101<br>2008/09: 228 101<br>2009/10: 229 102<br>2010/11: 230 102<br><br>Minor adjustments made to historical figures to ensure consistent reporting basis for each year.<br><br>Analysis of historical data from 1991/92-2004/05 indicates that annual figures can vary +/-2% from the 3-year rolling average. We will therefore consider ourselves on target if annual figures are within this range. |
| | **Rail**<br><br>**Year: m journeys index**<br><br>*2003/04: 17.5 100*<br>*2004/05: 18.1 103*<br>2005/06: 18.6 107<br>2006/07: 19.1 109<br>2007/08: 19.4 111<br>2008/09: 19.6 112<br>2009/10: 19.6 112<br>2010/11: 19.6 112 |

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| **Mandatory Headline indicator** | **a) Number of bus passenger trips in Greater Manchester (BV 102)**<br>**b) Number of rail passenger trips in Greater Manchester**<br>**c) Number of Metrolink passenger trips in Greater Manchester** |
|---|---|
| | Analysis of historical data from 1991/92-2004/05 indicates that annual figures can vary +/-7.5% from the 3-year rolling average. We will therefore consider ourselves on target if annual figures are within this range. |
| | **Metrolink**<br><br>**Year: million journeys**<br><br>*2003/04: 18.6 100*<br>*2004/05: 19.5 105*<br>2005/06: 19.5 105<br>2006/07: 19.5 105<br>2007/08: 17.5 94<br>2008/09: 19.7 105<br>2009/10: 20.1 108<br>2010/11: 20.7 111<br><br>Analysis of historical data from 1991/92-2004/05 indicates that annual figures can vary +/-5% from the 3-year rolling average. We will therefore consider ourselves on target if annual figures are within this range. |
| National target | PSA3: Increase in use of bus and light rail nationally of more than 12% from 2000 to 2010, with growth in every region |
| Comparison of GMLTP2 final target with other Metropolitan Areas' Provisional LTP2 targets | Bus patronage (average annual % change from 2003/04)<br><br>West Midlands +1.3% **Greater Manchester +0.3%**<br>West Yorkshire +0.7% South Yorkshire +0.2%<br>Tyne & Wear +0.4% Merseyside n/a |
| Inter-dependent GMLTP targets | LTP2 Area wide road traffic kilometres<br>LTP3 Cycle trips<br>LTP4a&b Modal share to school<br>LTP6 Peak traffic flows to urban Key Centres<br>LTP7 Congestion<br>LTP11 Walking<br>LTP12 Mode share travel to work<br>LTP13 Mode share to Key Centres |
| Source of data for setting targets and trajectories | Source of base data is the same as for monitoring<br><br>Forecasts / trajectories: Derived, in part, from Greater Manchester Strategy Planning Model (SPM) |
| Target justification | **Trends**<br><br>● Good progress with bus patronage in the early part of the period caused DfT to request that we stretched our bus target further. However, progress was undermined due to the reliability problems experienced by a major operator, and the long term underlying decline in concessionary trips. The average price of an adult bus trip (accounting for multi-journey tickets) has increased by about 20% since 2001; the rise has been about 40% for an adult single ticket. There are strong demographic trends working against a patronage increase, including rising car ownership, and an increase in female and elderly people with driving licenses.<br>● Rail patronage has increased steadily from a low point in the mid-1990s. There has been substantial disruption to the rail network in this period, especially due to the West Coast Main Line upgrade. |

# Monitoring Technical Annex 2

| Mandatory Headline indicator | a) Number of bus passenger trips in Greater Manchester (BV 102)<br>b) Number of rail passenger trips in Greater Manchester<br>c) Number of Metrolink passenger trips in Greater Manchester |
|---|---|
| Target justification | **Bus:**<br>● The trends described above demonstrate that LTP interventions are essential in overcoming forces which would otherwise cause bus patronage to fall.<br>● We will continue to work with operators to maximise patronage, but are rightly cautious in setting a target whose achievement depends on so many factors outside our control; it appears from CPS data that operators' fare changes and reliability can have a large effect on patronage. The Competition Act constrains our ability to work in partnership with operators, and whilst Quality Contracts have been an option since the Transport Act 2000, the fact that no contract has yet been implemented anywhere illustrates the practical difficulty of doing so.<br>● SPM runs indicate a maximum 12% increase in bus patronage between 2001 and 2011 for tests based upon existing and committed interventions (eg LTP1 measures, free off-peak concessionary fares, LTP2 minor works), run under economic projections that assume delivery of the Manchester city-region development programme. Running the same transport intervention tests under the TEMPRO based economic growth forecasts in SPM, results in maximum bus patronage growth of 5% over the same period. The SPM also suggests that without LTP1 interventions, bus patronage would have decreased by around 8 percentage points more than the actual fall.<br>● SEMMMS area bus patronage has risen by 1.5% / year since 2002, and accounts for approx. 30% of Greater Manchester patronage; an additional 4% growth in the SEMMMS area between 2004/05 and 2010/11 may therefore be reasonable to expect; an extra 3m trips.<br>● Regarding bus patronage, the SPM forecasts are considered to be overly optimistic because the model forecast larger changes between 2001 and 2006 than actually occurred in practice. Reasons for this include the facts that some aspects, such as operator performance and ticketing, are difficult to model, QBC delivery was slower than anticipated, and there is evidently a lag time between implementation and outcome. Although the major bus operator's reliability problems are being addressed through driver recruitment and a performance plan, it remains to be seen whether this will actually result in recovery of patronage. We also await with interest the effect of the free concessionary fare scheme. For these reasons we intend to review the target in a year's time.<br>● Overall, a target of 4% increase since 2000/01, including SEMMMS area growth, is considered appropriate; equivalent to a 2.1% increase between 2003/04 and 2010/11. Significantly, it is also equivalent to a 4.9% increase between 2004/05 and 2010/11. This puts the magnitude of change in line with the lower end of SPM forecasts for the reasons stated above, and is comparable to other Metropolitan areas' ambitions.<br>● The trajectory will be influenced by the introduction of free concessionary fares in April 2006. This is expected to lead to step change of approximately +25% in concessionary patronage in 2006/07, although the continuing underlying decline is expected to continue for a few years before levelling off. The trajectory is also influenced by the completion of QBC topslice and major schemes in 2008. The interplay of these factors is expected to result in slightly greater patronage increases in the later years of the plan.<br><br>**Rail:**<br>● Patronage has the potential to increase over the period, due in part to the new Northern Rail franchise commitments to improve punctuality, information and cleanliness, and the improvements offered by the WCML upgrade. However, there is concern over the possible threat to services from 2006 following the cut in subsidy anticipated after Phase 1 of the franchise. SEMMMS area patronage has mirrored the Greater Manchester trend.<br>● The SPM estimates a 11% increase between 2001 and 2011 given a Tempro growth scenario, and 16% in the CRDP growth case. A separate PTE estimate based on the PTE 2004/05 Performance Plan indicated a 15% increase over the same period.<br>● It is believed that Metropolitan areas have set targets between +2.8% in South Yorkshire to +34% in Merseyside (who have a separately, PTA operated network)<br>● The trajectory is assumed to be reducing annual growth, based on LTP work programme and increasing capacity constraints.<br><br>**Metrolink**:<br>● Patronage increases limited by capacity. 8 new vehicles anticipated from 2008. SPM suggests a maximum of 15% increase between 2000/01 and 2010/11 in the CRDP economic growth scenario, |

# 2 Monitoring Technical Annex

| Mandatory Headline indicator | a) Number of bus passenger trips in Greater Manchester (BV 102)<br>b) Number of rail passenger trips in Greater Manchester<br>c) Number of Metrolink passenger trips in Greater Manchester |
|---|---|
| | although there has already been a 13% increase in practice. A 15% increase is therefore considered to be an appropriate target.<br>● The trajectory is expected to be level until 2007/08, when patronage will be adversely affected by the engineering works associated with the Phase 1&2 upgrade. Most growth will occur following this and the extra capacity afforded by additional vehicles. The target and trajectory will be reviewed following further work to estimate the impact of the line closures in 2007/08. |
| Risks | ● Reliability,<br>● Actual economic growth being less than our anticipated CRDP growth scenario<br>● Rising fare levels in real terms<br>● Delivery of LA schemes, including QBCs<br>● Operators fail to deliver their commitments<br>● Lack of control over services and operator standards<br>● Replacement of CPS with another system may create data discontinuity<br>● Potential cut to rail subsidies from 2006. |
| Geographical variations | Decline in bus patronage in NE &NW, stronger performance in south and for trips to the regional centre. |
| Subsidiary indicators | ● QBC Patronage, relative to overall patronage change.<br>● Use of rail station car and cycle parking. Targets: 15% increase in car parking at rail stations from 2004/05 to 2010/11, 50%-100% increase in cycle parking, depending on highways improvements.<br>● District level bus patronage figures, if this proves cost-effective to measure. |
| Other comments | ● Affected significantly by economic growth rates; if the economy does not perform according to our CRDP growth expectations, patronage can be expected to be lower than forecast.<br>● Need to obtain commitments from operators as to their contributions towards meeting the target.<br>● Indicator on bus patronage on small, non-scheduled services considered, but rejected, as their success will lead to their replacement by conventional services. Purpose of the non-scheduled services is to improve access to the network, which is covered by accessibility targets. |

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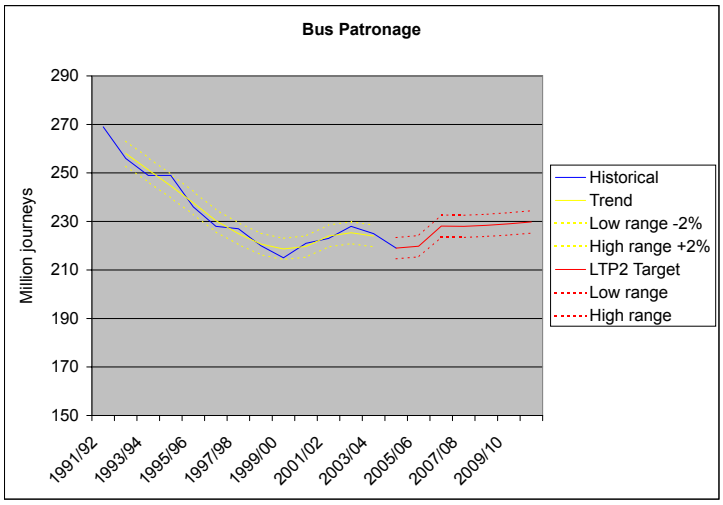


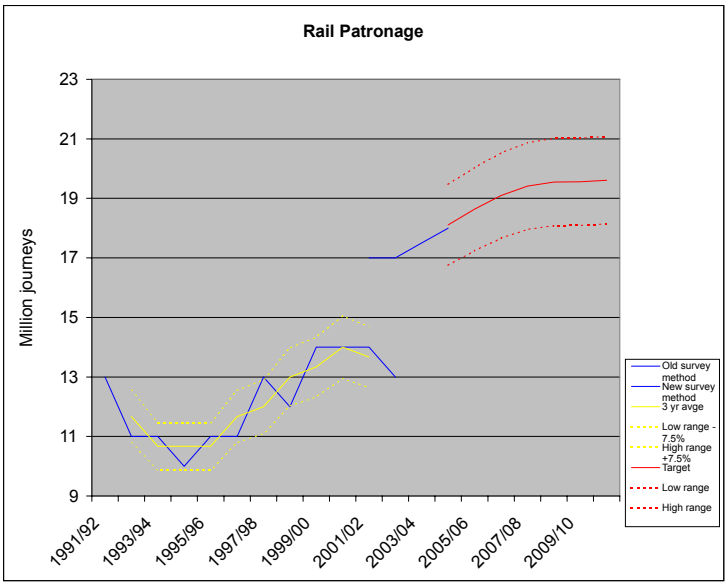


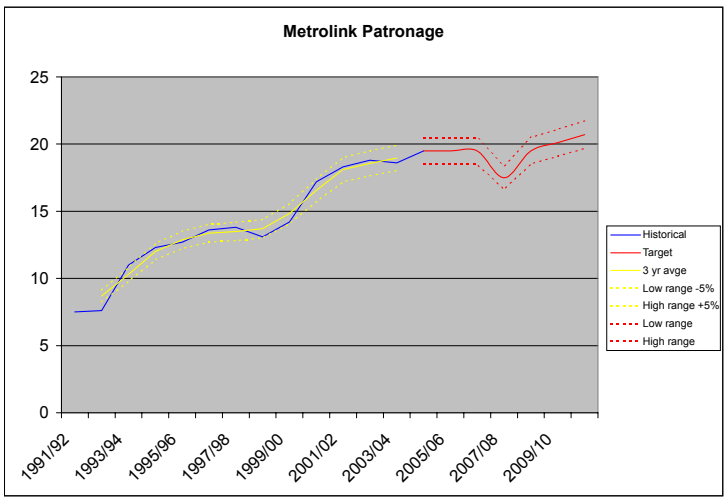

# 2 Monitoring Technical Annex

## 2.12 BV 104 Bus Satisfaction

| Mandatory Headline indicator | Bus Satisfaction (residents) |
|---|---|
| Priority Theme(s) | Congestion |
| Method of monitoring indicator | AGMA surveys every 3 years |
| Target | 60% by 2009/10 |
| Trajectory | Year: Index<br>2003/04: 55%<br>2006/07: 57%<br>2009/10: 60% |
| National target | |
| Comparison of GMLTP2 final target with other Metropolitan Areas' Provisional LTP2 targets | Tyne & Wear +15% West Yorkshire n/a<br>**Greater Manchester +5%** South Yorkshire n/a<br>West Midlands +3% Merseyside n/a |
| Inter-dependent GMLTP targets | LTP5 Bus Punctuality |
| Source of data for setting targets and trajectories | AGMA surveys every 3 years |
| Target justification | **Trends**<br>● Improvement since 2001 (53%), but still much below DfT's stretching target of 75%<br>● NB: User satisfaction is higher - 67% 2004 (tracking survey)<br>**Potential**<br>● The measures being put in place to improve bus travel should increase satisfaction.<br>● Resident satisfaction with Metrolink is higher, but still only 64%, which suggests bus satisfaction is not likely to reach the same level in the required timescale.<br>● The above figures take into account improvements resulting from SEMMMS, but cannot be disaggregated. |
| Risks | ● As investments are made, expectations increase & people are more dissatisfied if they are then not met<br>● Increasing bus patronage brings new users who are less easily satisfied<br>● Results could be based on perception or expectations and not on actual performance, i.e. very subjective and often outside our control.<br>● Results may not reflect 'user' satisfaction, and suffer from non-user backlash (for example residents' / motorists' reaction to loss of road-space on QBC)<br>● Improvement may not result in patronage increase unless it compares favourably with that of other modes |
| Geographical variations | May depend on operator performance |
| Subsidiary indicators | ● Bus satisfaction (users), for GM and SEMMMS areas<br>● Information provision<br>● Heavy rail satisfaction (residents). Target to be 87.5% in 2010/11 on a reducing annual improvement trajectory. |
| Other comments | ● Also being used as a measure of accessibility problems. |

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## 2.13 LTP1 Accessibility

| **Mandatory Headline indicator** | **a) Percentage of households within 30 minutes by public transport to a Category A interchange or Manchester City Centre by 08:45**<br><br>**b) Percentage of people in receipt of jobseekers allowance within 30 minutes by public transport of a Category A interchange or Manchester City Centre by 08:00** |
|---|---|
| Priority Theme(s) | Accessibility |
| Method of monitoring indicator | Accession model |
| Targets | a) 85% b) 90% |
| Trajectory | a) b)<br>Year: Index Index<br>2005: 85% 90%<br>2007: 85% 90%<br>2010: 85% 90% |
| National target | |
| Inter-dependent GMLTP targets | BV104<br>BV178<br>LTP5<br>LTP10 |
| Source of data for setting targets and trajectories | ● Accession<br>● 2001 National Census |
| Interdependent GMLTP targets | LTP6<br><br>LTP12 |
| Target and Trajectory Justification | ● Difficulties in relating target directly to LTP work programme because effect of actions may be outweighed by larger structural changes elsewhere.<br>● Main interventions to improve performance will involve extent of bus and pedestrian networks. QBCs and bus priority may improve journey times, but their main effect has been found to be improved reliability (hence link to LTP5 indicator).<br>● LTP1a monitors access to centres that have multiple facilities such as further education, financial services and post offices, and good transport interchange facilities to reach other services, such as medical facilities and education.<br>● LTP1b monitors access to centres that have concentrated job opportunities and good transport interchange facilities to reach other job opportunities.<br>● An analysis of the first LTP access to public transport network indicator shows that access was maintained at a relatively constant level. However, this was in the face of a reduction in the geographic coverage of the commercial network, requiring significant and demanding financial support from GMPTE for those services considered to be uncommercial by operators. |
| Geographical variations | The needs of rural areas to be examined in particular |
| Subsidiary Indicators | Other headline indicators to be monitored in view of the issues identified by Strategic Accessibility Partnerships include:<br><br>● BV104 Bus Satisfaction (residents)<br>● LTP5 Bus punctuality and reliability<br>● BV178 Public Rights of Way<br><br>Local relevant indicators based on the DfT's national core indicators using Accession software: |

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| **Mandatory Headline indicator** | **a) Percentage of households within 30 minutes by public transport to a Category A interchange or Manchester City Centre by 08:45**<br><br>**b) Percentage of people in receipt of jobseekers allowance within 30 minutes by public transport of a Category A interchange or Manchester City Centre by 08:00** |
|---|---|
| | ● Access to primary schools by all pupils / pupils in receipt of free school meals<br>● Access to secondary schools by all pupils / pupils in receipt of free school meals<br>● Access by 16-19 year olds to FE colleges<br>● Access to GPs surgeries by all households / households without a car<br>● Access to hospitals by all households / households without a car<br><br>Other subsidiary indicators will be developed to reflect the breadth of accessibility issues identified by SAPs. These may include, or represent the following areas:<br><br>● Access to Category A interchanges on evenings and weekends<br>● % of general population with 30-minute PT access to main centres with a Class A interchange by 1900 (to reflect leisure access).<br>● % of households without a car with 30-minute and 60-minute access ***from*** a hospital, leaving at 2000.safety and security,<br>● rural issues,<br>● number and effectiveness of travel plans,<br>● information awareness and provision,<br>● accessibility by cycle<br>● modal split to key centres and specific sites. |
| Risks | ● Pressure on revenue budgets to deliver certain elements of the work programme. |
| Other Comments | This local indicator was chosen on the following basis:<br><br>● LTP headline indicators should reflect outcomes, be based on the work programme, reflect priority problems, be capable of showing significant change in the LTP2 period, not be affected by external changes, be easily measured without further investment, and be easily understood both by people inside the industry and the general public.<br>● There is uncertainty over the large and continuing re-organisation in all sectors, particularly in health and education. It would be difficult to set targets for indicators that could be significantly affected by external influences during the lifetime of this strategy.<br>● In addition, raw access to employment ignores both the potential mismatch between jobs and the skills of job seekers, and the reasonableness of travelling significant distances to take lower paid jobs.<br>● Many of the accessibility problems identified by SAPs have identified common themes.<br>● It was therefore decided inappropriate to base indicators and targets on particular sectors.<br>● Travel Horizons research revealed the dispersed nature of many trips, and highlighted the importance of trips to medical facilities, food shops (all types), financial facilities and post offices, and trips that are more difficult to measure – such as those to friends and family and open spaces.<br>● Good interchange facilities are therefore very important for people making dispersed trips by public transport and trips to services concentrated in particular locations, such as further education facilities or hospitals.<br><br>● Major centres are, in themselves, centres of employment. As points of interchange, they also facilitate onward journeys to other employment opportunities |

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| Mandatory Headline indicator | a) Percentage of households within 30 minutes by public transport to a Category A interchange or Manchester City Centre by 08:45<br><br>b) Percentage of people in receipt of jobseekers allowance within 30 minutes by public transport of a Category A interchange or Manchester City Centre by 08:00 |
|---|---|
| | ● Education and healthcare facilities are often located in major centres, particularly FE colleges, opticians and chemists. The interchange facilities at these centres also enable onward journeys to be made to other healthcare and educational facilities (particularly hospitals and universities on the outskirts of major centres and more remote FE colleges).<br><br>● Class A interchanges are key rail stations or Metrolink stops, or bus stations with at least 80 buses per off-peak hour, or strategic interchanges involving at least two of these modes. Minimum standards have been set for physical access, walking distances between stops / platforms, walking routes between stops, passenger information, clocks, real time information, shelter capacity, telephones, taxi ranks and toilets.<br><br>● Major centres with Class A interchanges are:<br>Bolton town centre<br>Bury town centre<br>Manchester city centre<br>Oldham town centre<br>Rochdale town centre<br>Middleton town centre<br>Eccles interchange<br>Stockport town centre<br>Ashton-under-Lyne town centre<br>Altrincham interchange<br>Wigan town centre<br>Leigh town centre<br><br>Unemployed people defined as those in receipt of jobseekers allowance. |

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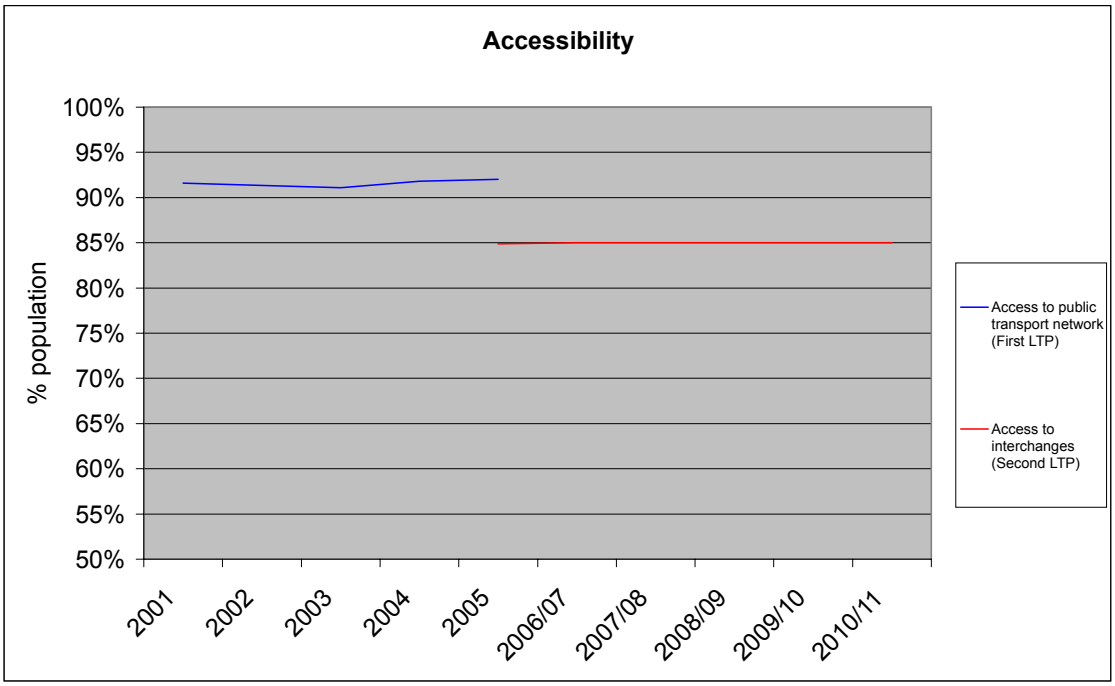

# Monitoring Technical Annex 2

## 2.14 LTP2 Change in Area Wide Road Traffic

| Mandatory Headline indicator | Change in Area-Wide Road Traffic Mileage on local roads |
|---|---|
| Priority Theme(s) | Congestion |
| Method of monitoring indicator | GM annual transport statistics – based on manual classified link counts undertaken on each link of the classified road network and busy unclassified roads, factored to year of interest where appropriate. |
| Target | Limit increase in motor vehicle kilometres on local authority roads to 2% between 2003/04 and 2010/11. |
| Trajectory | Year: Veh-km Index<br><br>2003/04: 7302m 100<br>2006/07: 7365m 101<br>2010/11: 7448m 102<br><br>Analysis of historical data from 1991/92-2004/05 indicates that annual figures can vary +/-1% from the 3-year rolling average. We will therefore consider ourselves on target if annual figures are within this range. |
| National target | The ten largest urban areas will meet the congestion targets set in their Local Transport plans rrelating to movements on main roads into city centres by 2010/11. |
| Comparison of GMLTP2 final target with other Metropolitan Areas' Provisional LTP2 targets | Average annual % increase<br><br>**Greater Manchester +0.3**% Merseyside +1.3%<br><br>West Yorkshire +0.7% Tyne & Wear +1.4%<br><br>West Midlands +1.2% South Yorkshire n/a |
| Interdependent GMLTP targets | LTP3 Cycle trips<br>LTP4a&b Modal share to school<br>LTP6 Peak traffic flows to urban Key Centres<br>LTP7 Congestion<br>LTP8 Air quality<br>LTP9 Climate change<br>LTP11 Walking<br>LTP12 Mode share travel to work<br>LTP13 Mode share to Key Centres |
| Source of data for setting targets and trajectories | ● GM annual transport statistics – based on manual classified link counts undertaken on each link of the classified road network and busy unclassified roads, factored to year of interest where appropriate.<br>● Forecast: Outputs from the Greater Manchester Strategy Planning Model. |
| Target and Trajectory Justification | **Trends**<br><br>● This indicator is closely related to the economic cycle<br>● Growth in vehicle mileage has mainly been confined to motorways<br>● Heavy goods vehicle flows on local roads has fallen nearly half between 1991 and 2003 and by 4% on motorways. This has largely compensated for the growth in car and light goods vehicle flows on local roads<br>● Factors contributing to the growth include:<br><br>  ● The continuing rise in car ownership and use among the working population, as economic activity increases |

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| Mandatory Headline indicator | Change in Area-Wide Road Traffic Mileage on local roads |
|---|---|
| | ● The continuing increase in licence holding, particularly among women<br>● The likely increase in the number of women working, and, possibly, forecast changes in the retirement age (upwards)<br><br>● Factors that could reduce traffic growth include:<br><br>● The increasing amount of work being done at home.<br>● Higher investment in transport strategies to encourage a greater use of non-car modes (GMTU Report 964 highlights the success of this in the Regional Centre). This also relates to significant levels of non-LTP investment in regeneration areas.<br>● Reduced licence holding among the youngest age group due to a combination of stricter driving tests and increasingly expensive car insurance<br>● Rising levels of congestion<br>● Changing attitudes of the population to travel and its effects on the environment, safety and health. |
| Target Justification | **Potential**<br><br>● Licence holding among men is likely to become saturated at around 90% of males<br>● This represents around 90,000 (10%) additional licence holders, chiefly in the youngest and oldest age groups<br>● There are likely to be an additional 215,000 (28%) women holding licences by 2011, when around 75% will hold licences, mainly those of working age.<br>● An expected increase of over 200,000 cars between 2001 and 2011<br>● SPM indicates mileage could increase by 3% between 2006 and 2011; this could be greater on all roads including motorways<br>● However, the Demand and Network Management Sub-group expect the majority of this to occur on motorways given past trends on local roads, past and proposed increases in motorway capacity, and proposed reallocation of local road capacity to benefit public transport, pedestrians and cyclists.<br>● The segment analysis indicated that there has been a lower than average growth in the SEMMMS area. |
| Risks | ● Being over-whelmed by macro-forces, such as the state of the economy and lifestyle choices<br>● Successful regeneration leading to greater wealth, car ownership, use of cars and more goods vehicle movements<br>● See also BV102, LTP3, LTP12 |
| Geographical variations | ● The indicator could be measured at sub-GM level, such as District-level, but with less reliability in the short term, or if changes are small<br>● The SPM tests of greater investment in public transport and slow modes indicate that growth in vehicle mileage would be reduced, particularly in and around Key Centres |
| Subsidiary Indicators | ● District level targets |

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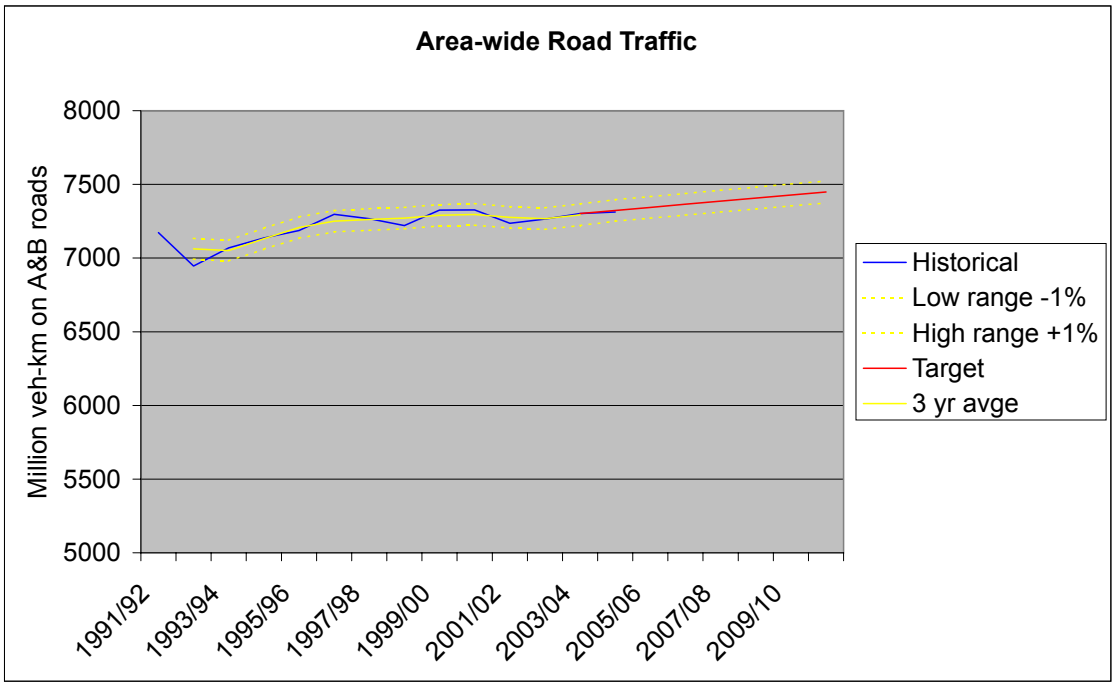


# 2 Monitoring Technical Annex

## 2.15 LTP3 Cycling

| Mandatory Headline indicator | Index of change in cycle trips |
|---|---|
| Priority Theme(s) | Congestion<br><br>Health |
| Method of monitoring indicator | Automatic traffic counts on a variety of route types including A and B roads, unclassified roads and leisure routes. |
| Target | 10% increase in cycle trips 2003/04 to 2010/2011<br><br>Cycle trips cannot be easily measured directly on an annual basis, so a proxy indicator will be used based on automatic cycle counts. This target will be the equivalent of a 10% increase in trips, and be 6% increase in recorded cyclists. See also Target Justification below. |
| Trajectory | **Year: ACC Index**<br>2003/04: 100<br>2004/05: 95<br>2005/06: 93<br>2006/07: 94<br>2007/08: 96<br>2008/09: 99<br>2009/10: 102<br>**2010/11: 106** (equating to 10% increase in number of cycle trips) |
| National targets | ● Substantially reduce mortality rates from heart disease and stroke and related diseases by at least 40% in people under 75, with a 40% reduction in the inequalities gap between the fifth of areas with the worst health and deprivation indicators and the population as a whole.<br>● Halting the year-on-year rise in obesity among children under 11 by 2010 in the context of a broader strategy to tackle obesity in the population as a whole |
| Comparison of GMLTP2 final target with other Metropolitan Areas' Provisional LTP2 targets | Average annual % increase<br><br>Merseyside +7% South Yorkshire +1%<br>Tyne & Wear +2%* West Yorkshire +1%<br>**Greater Manchester +1.4%** West Midlands 0%<br><br>* T&W target off road only, 0% on road |
| Inter-dependent GMLTP targets | LTP2 Area wide road traffic kilometres<br>LTP4a&b Modal share to school<br>LTP6 Peak traffic flows to urban Key Centres<br>LTP7 Congestion<br>LTP8 Air quality<br>LTP9 Climate change<br>LTP11 Walking<br>LTP12 Mode share travel to work<br>LTP13 Mode share to Key Centres |
| Source of data for setting targets and trajectories | ● Automatic traffic counts on a variety of route types including A and B roads, unclassified roads and leisure routes.<br>● National Census |
| Target justification | **Trends**<br><br>● A&B road counts indicate decline of 22% and 10% respectively since 1998 |

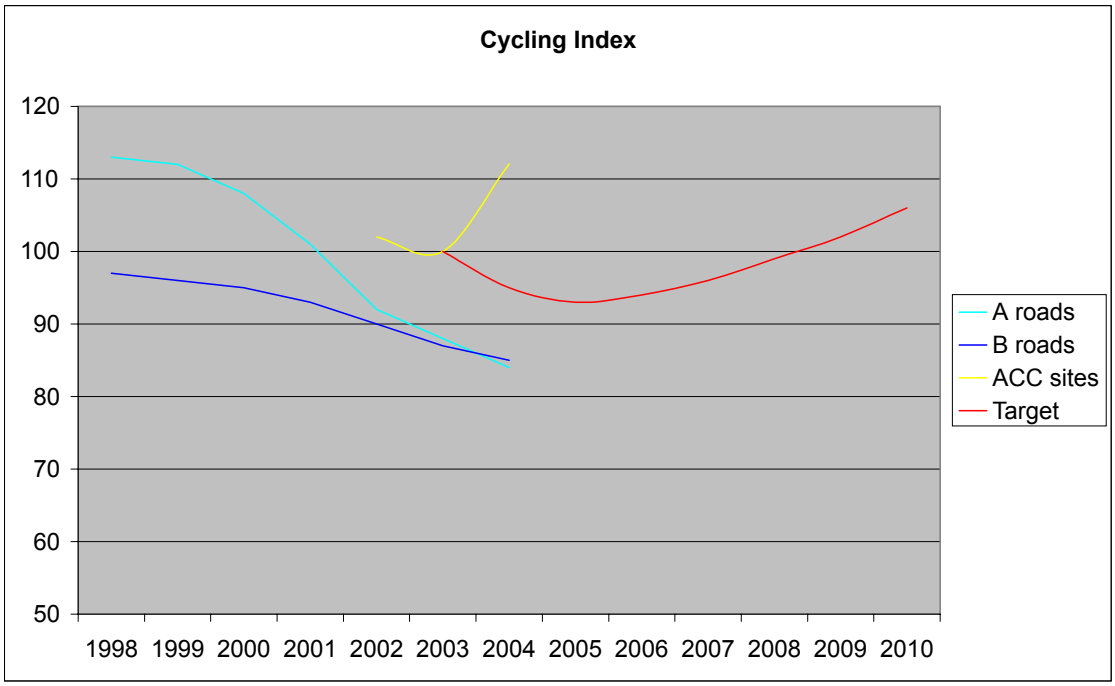
# Monitoring Technical Annex 2

| Mandatory Headline indicator | Index of change in cycle trips |
|---|---|
| | ● However, counts indicate stable flows 2003-04 on roads and evidence of slight increase on leisure routes<br>● Cycling as the usual mode of travel to work declined by 7% between 1991 and 2001 (one third of its decline in the previous decade) (National Census)<br>● 10% / year increase noted by Sustrans on National Cycle Network<br>● Increasing use of car for work and school trips (Segment analysis reports)<br>● Most cycling for work (38%), Leisure (29%), shopping / personal business (18%)(Segment analysis reports). Overall, the trajectory envisages a continuation of a long-term decline, until there is a critical mass of facilities and cyclists, and a change in attitude to encourage more rapid uptake. The decline is expected to continue until around 2006. |
| Target justification | **Potential**<br><br>● Cycling England consider the proposed target and trajectory to be both challenging, realistic, and consistent with the work programme<br>● 31% car driver work trips and 48% all work trips are <5km (2001 National Census)<br>● 50% all work journeys are <5km (2001 National Census)<br>● 46% population open to cycling more (20% most likely) (TRL Report 481)<br>● 32% schoolchildren say they would prefer to cycle to school (Young Transnet website)<br>● Modelling results that suggest improvements to public transport (bus travel in particular) tend to abstract cyclists<br>● Many trips to school are escorted, and therefore less likely to transfer to bike.<br>● Spin-off from National Cycle Network's high profile and use<br>● Increasing parental choice in schooling could lead to longer trips less likely to be cycled<br>● Increase in school and workplace travel plans<br>● We have learnt from LTP1 that investment is likely to yield a greater outcome if it is concentrated in certain locations, creating a necessary threshold of facilities and use, and deriving synergy from related projects such as travel plans. Each District has identified specific Cycle Investment areas where we expect to see a significant increase in cycling, based around our target journey types.<br><br>The Cycling Sub-Group has assumed:<br><br>● Further decrease of cycle flows by 7% between 2003/04 (base) and 2005/06 first year of LTP2, particularly for education, commuting and shopping, but no decrease in leisure trips<br>● 2,600 workers start to cycle regularly (on average 3 days / week) in the summer<br>● 5,000 secondary school pupils start to cycle regularly (on average 3 days / week) at 70 (out of 178) schools with a strong cycle element in their School Travel Plans<br>● 125,000 people taking an extra 10 leisure cycle trips / year<br>● No decrease in the number of shopping / personal business trips<br><br>The 10% increase in cycle trips is not fully reflected in the proxy indicator because the core network of automatic cycle counters used to provide the 2003/04 baseline specified by DfT are not always close to where we will concentrate our cycling investment. We have thus estimated what proportion of these extra 10% of trips will be recorded by the counters, and based the proxy target on this. We are looking to install new ACC sites near Cycle Investment areas. |
| Risks | ● Progress with travel plans (our resources and interest of third parties)<br>● Difficulties implementing route network (legal, physical, financial, staff resources)<br>● Possible government legislation (e.g. compulsory helmet wearing)<br>● Delivery of revenue-funded initiative such as cycle training<br>● Delay through public inquiry / consultation on route proposals, especially if Traffic Regulation Orders and Public Rights of Way are concerned.<br>● Failure to capitalise on opportunities offered by other projects, e.g. regeneration schemes, maintenance schemes, application of COPECAT audit system, travel plans |

# 2 Monitoring Technical Annex

| Mandatory Headline indicator | Index of change in cycle trips |
|---|---|
| | ● Bad weather<br>● Improved public transport proving more attractive than anticipated<br>● Increasing use leading to increase in casualties and resulting negative feedback<br>● Adverse media coverage<br>● Additional non-LTP funds do not materialise |
| Geographical variations | ● Cycling currently highest in south, least in north-east (possible link to terrain and weather)<br>● Possibly counterbalanced by lower car ownership in NE: larger potential for cycling<br>● SEMMMS investment will result in a correspondingly greater investment in cycling/head than elsewhere in Greater Manchester |
| Subsidiary indicators | ● Individual cycle trips / year (from NTS)<br>● On-road cycle flows / District<br>● ACC cycle flows by District, provided there are at least 6 counters / District<br>● % primary school leavers in receipt of cycle training<br>● Cycle theft<br>● Cycle trips into Key Centres<br>● Cycle carriage on trains<br>● Length of route network completed<br>● Increase in cycle use at Cycle Investment sites<br>● Cycle trips to schools |
| Other comments | ● We have rebased our target to 2005 in order to use data from 60 ACC sites rather than the previous 20 core counters. This will give us a more reliable picture, and increases the number of counters which will pick up extra trips generated by the Cycle Investment sites.<br>● The forecasting method based on the number of expected 10% more cycle trips which are counted by the ACCs is a difficult and relatively imprecise exercise.<br>● Range difficult to define due to insufficient duration of many of the core ACC sites. We are studying the effect of variations on a daily, seasonal and annual basis.<br>● Both these factors will make it difficult to judge whether we are on target using this indicator alone. For our assessment purposes we will also make use of our subsidiary indicators to judge our overall performance. |

# Monitoring Technical Annex 2



# 2 Monitoring Technical Annex

## 2.16 LTP4 Mode Share of Journeys to School

| Mandatory Headline indicator | a) Mode of Travel to Primary Schools<br><br>b) Mode of Travel to Secondary Schools |
|---|---|
| Priority Theme(s) | Congestion<br>Health |
| Method of monitoring indicator | Baseline using hands-up survey of actual mode of travel to school. Approx. 46% response rate from all LEA and private primary and secondary schools.<br><br>We consider it prudent to use travel data from the National PLASC survey as soon as it is available from 2007. However, until this time we have agreed with DfT and GONW that we will continue with our existing hands-up survey in order to maintain continuity with historical datasets. |
| Provisional Targets | Percentage of pupils travelling by non-car modes by 2010/11<br><br>● a. LEA primary 58%<br>● b. LEA secondary 80% |
| Provisional Trajectory | Year Primary Secondary<br>2003/04: 56% 80%<br>2004/05: 56% 79%<br>2005/06: 58% 77%<br>2006/07: 58% 76%<br>2007/08: 58% 78%<br>2008/09: 58% 79%<br>2009/10: 58% 80%<br>2010/11: 58% 80% |
| National target | ● PSA4 Congestion<br>● Halting the year-on-year rise in obesity among children under 11 by 2010 in the context of a broader strategy to tackle obesity in the population as a whole |
| Inter-dependent GMLTP targets | LTP2 Area wide road traffic kilometres<br>LTP3 Cycle trips<br>LTP4a&b Modal share to school<br>LTP5 Bus punctuality<br>LTP6 Peak traffic flows to urban Key Centres<br>LTP7 Congestion<br>LTP8 Air quality<br>LTP9 Climate change<br>LTP11 Walking<br>LTP13 Mode share to Key Centres |
| Sources of data for setting targets and trajectories | Annual survey of mode used to travel to school on survey day. Around 46% response rate from all LEA and private primary and secondary schools has been achieved.<br><br>National census |
| Target justification | **Trends**<br><br>● There has been a 25% increase in the number of overweight and obese children since 1995 with almost 17% of children now estimated to be obese.<br>● The average number of cars per household has increased by 11% from 0.93 in 1989/91 to 1.04 in 1999/01.<br>● Overall, license holding for women has doubled over the last 20 years, whereas the proportion of men holding licenses has changed little since the late 1980s. Women undertake a greater proportion of escort trips to school than men. |

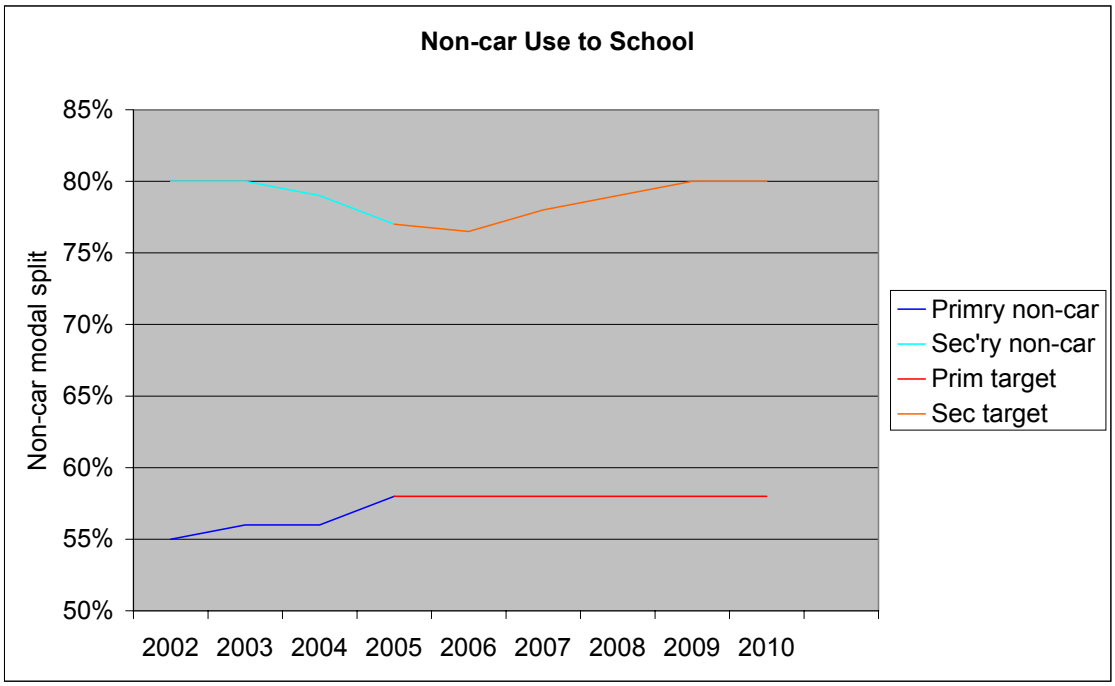
# Monitoring Technical Annex 2

| Mandatory Headline indicator | a) Mode of Travel to Primary Schools<br><br>b) Mode of Travel to Secondary Schools |
|---|---|
| | ● In 1999/01,39% of pupils aged 5-10 (primary) travelled to school in a car, compared with 27% in 1989/91, 18% of pupils aged 11-16 (secondary) travelled to school by car in 1999/01, compared with 14% in 1989/91.<br><br>● The average length of a car trips to school in 2002 was 2.5 miles. The average time taken for one of these trips was 11 minutes. Source:GMATS household interview surveys<br>● 44% of those driving children to school return home afterwards, 40% continue to their main place of work and 16% go elsewhere. The school run represents about 4% of daily vehicle kilometres on local authority roads, but over a fifth of morning peak hour kilometres and over a quarter of vehicle kilometres between 15:00 and 16:00, assuming that all trips are made on local authority roads and within a single hour in the morning and afternoon. Source:GMATS household interview surveys<br>● In Metropolitan areas, travel to school is increasingly being carried out by car at the expense of walking; National Travel Survey results suggest that car use doubled in the last decade (16-30%), walking fell by 14% (65-51%) while bus use stayed level (17%).<br>● Locally, evidence from the last 4 years has indicated that walking and cycling have risen slightly to primary schools, at the expense of car trips. However, bus use to secondary schools has fallen, and car use has increased correspondingly. |
| | **Potential**<br><br>● Local STPs, where fully implemented and supported, have achieved significant modal shift away from car use, with up to 25% increase in non-car modes (NB. not 25 percentage points). However, these are resource intensive for School Travel Advisors (STAs), and require approximately 20 man-days in the first year, and 10 for each of the two remaining years.<br>● By contrast, a written plan meeting DfT criteria would take an estimated 5 person-days. However, without greater involvement of the STA and school, the evidence suggests that little modal shift will occur.<br><br>● The target has assumed that we try to meet the DfT target of 100% of schools with written STPs by 2010, with 12 STAs until DfT funding is withdrawn in 2008, and 6 thereafter. However, the indications are that we could achieve a better outcome by concentrating limited resources on fewer, better quality plans.<br><br>● About 2% of trips to school in 1999/2001 by pupils aged 11-16 were by bicycle. The percentage of bicycle trips to school by primary school children is small. There have been small increases in walking and cycling, at the expense of bus travel.<br>● Government funded school travel advisors up to 2008.<br>● Schools rebuilding programmes – schools are encouraged or required to develop travel plans as part of the planning process.<br>● LTP investment in walking/cycling infrastructure and traffic calming/ 20 mph zones.<br>● Significant additional non-LTP resources for cycle schemes, for example from Sustrans and ERDF. |
| Risks | ● Unknown future of the capital grant for schools developing travel plans beyond 2008.<br>● Uncertainty surrounding the future of school bus services due to pressure on revenue budgets. Yellow bus major scheme cannot be considered in target setting.<br>● School travel plans are voluntary.<br>● High expectation of DfT in terms of the effectiveness of written plans.<br>● There is a problem of perceived stranger and road danger, which may be affected by external events and their portrayal.<br>● Several authorities are following a programme of school amalgamations. This may increase distances and increase trips by car. |

# 2 Monitoring Technical Annex

| Mandatory Headline indicator | a) Mode of Travel to Primary Schools<br><br>b) Mode of Travel to Secondary Schools |
|---|---|
| | ● Given the over-emphasis on producing STPs rather than modal shift, we anticipate that maintaining the current modal split in the face of adverse trend and possibly fewer staff resources after 2008 will be a demanding target.<br><br>● Government education reforms encouraging parental choice, leading to longer trips which are more likely to be car-borne. |
| Geographical variations | The weather and hills make cycling/walking more difficult in the north and east and may make it more difficult to promote non-car modes. However high levels of car ownership in the south may also make it difficult to reduce car trips to school. Therefore geographical variations may be partly balanced out. |
| Subsidiary indicators | ● Number of schools operating travel plans (at each stage of the travel plan process)<br>● The APR target was 100% of schools to have plans at stage 3 or above by 2010.<br>● Modal split in schools operating travel plans<br>● District level modal split targets, when PLASC becomes available.<br>● Monitoring of specific plans and measures will also be essential. |
| Other comments | ● LTP2 should see close working with GMPTE on school transport.<br>● DfT/DfES could take more of a lead on school travel plans and raise their priority by incorporating them into Ofsted requirements.<br>● Work on school travel also needs to have regard to the following areas; development control, air quality and road/personal safety. |

# Monitoring Technical Annex 2



# 2 Monitoring Technical Annex

## 2.17 LTP5 Bus Punctuality

| Mandatory Headline indicator | % buses on time / excess waiting time for frequent services |
|---|---|
| Priority Theme(s) | Congestion |
| Method of monitoring indicator | GMPTE surveys of bus punctuality |
| Provisional Target | ● a. Timetabled services: 85% of services to run to timetable by 2012/13<br>● b. Services not timetabled: a year on year reduction in excess waiting time |
| Trajectory | **Year: Index**<br>**2004/05: 73%**<br>2005/06: 75%<br>2006/07: 78%<br>2007/08: 80%<br>2008/09: 82%<br>2009/10: 83%<br>**2010/11: 85%**<br>2011/12: 87%<br>2012/13: 90% |
| National target | Standards established by the Performance Monitoring and Publication Task and Finish Group |
| Inter-dependent GMLTP targets | BV104 Bus satisfaction<br>LTP2 Bus patronage<br>LTP4 Mode share of journeys to school<br>LTP7 Congestion |
| Sources of data for setting targets and trajectories | GMPTE surveys of bus punctuality |
| Target justification | **Trends**<br>● Performance has deteriorated as congestion has increased<br>**Potential**<br>● QBCs should improve performance, as should continuing introduction of automatic vehicle location systems on buses, which give greater control of services to the bus operators |
| Risks | ● Failure of measures to address congestion and provide bus priority<br>● Timely delivery of bus priority measures<br>● Driver performance & management of bus services is outside our control |
| Geographical variations | The north and south of the conurbation is roughly split between the two main operators. |
| Subsidiary indicators | ● % buses starting their route on time<br>● % of buses on time at intermediate timing points<br>● % of buses on time at intermediate non-timing points<br>● Average excess waiting time on frequent service routes<br>● % of scheduled buses that run (timed services)<br>● Bus punctuality targets for specific routes |

# Monitoring Technical Annex 2

| Mandatory Headline indicator | % buses on time / excess waiting time for frequent services |
|---|---|
| | ● QBC Bus & Car peak journey times<br>● Information provision indicators, such as number of services with published timetable information, number of stops with published information |
| Other comments | ● Subsidiary targets may need to be set for areas experiencing particular problems<br>● Would be monitored on a route by route basis (to allow for remedial action) |

# 2 Monitoring Technical Annex

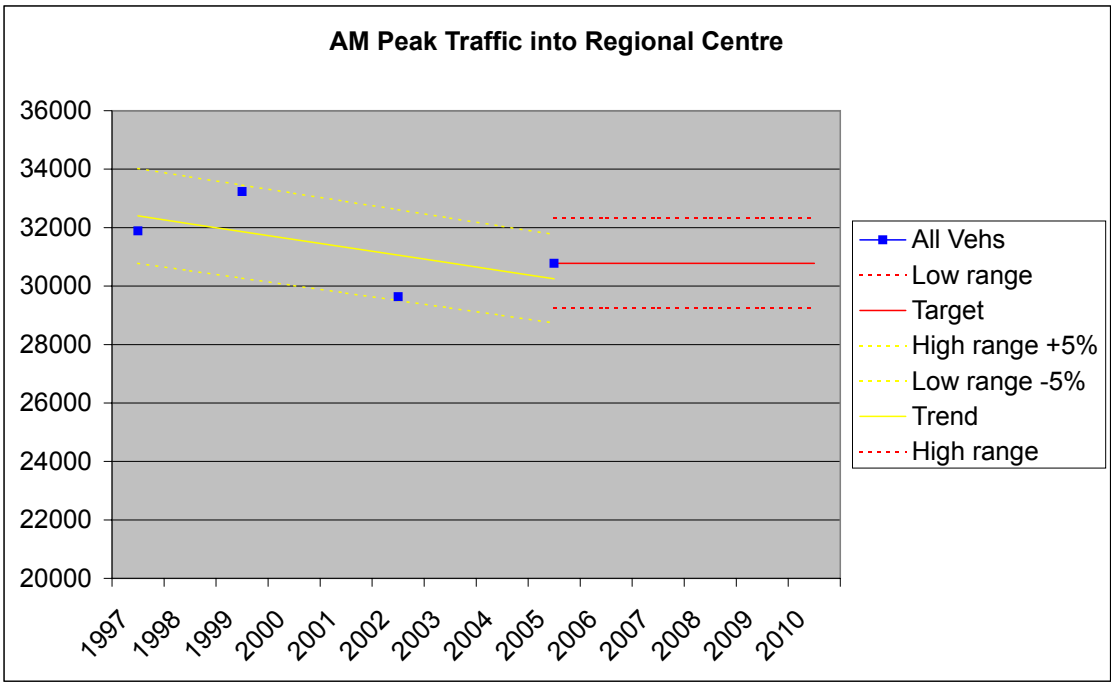
## 2.18 LTP6 Peak Period Traffic Flows to Urban Centres

| **Mandatory Headline indicator** | **Change in the number of vehicles travelling towards**<br><br>**a) Regional centre**<br>**b) Other Key Centres** |
|---|---|
| Priority Theme(s) | ● Congestion<br>● Air Quality |
| Method of monitoring indicator | Figures reported below represent an interim baseline position based on Key Centres cordon counts. Each centre is counted once every 3 years. We have agreed with GONW and DfT that we will continue to use the cordons, as they have been used since 1997 for key centre modal split monitoring, minimise the effect of through traffic, and are consistent with those used for indicators LTP12a and 12b. However, we intend to install additional automatic counters on the cordon in order to provide more robust data for this indicator, as required by the DfT. This information is not available to inform the baseline, however, which is based on latest peak period (07:30-09:30) manual cordon counts of vehicles excluding pedal and motorcycles. It is intended that this indicator will be re-based on automatic traffic counts 07:00-10:00 when further ATC sites have been established in 2006 |
| Targets | The interim baselines and targets are:<br><br>**Centre Year Vehicles 2009-11 target**<br>Manchester 2005 30779 30779<br><br>**Other Key Centres**<br><br>Bolton 2004 8555<br>Bury 2002 4332<br>Oldham 2004 7114<br>Rochdale 2005 4378<br>Eccles 2004 1629<br>Stockport 2004 16259<br>Ashton-u-Lyne 2004 7393<br>Altrincham 2005 4074<br>Wigan 2003 3509<br><br>**Total 2002-05 57243 57750 (index 101)** |
| National targets | The ten largest urban areas will meet the congestion targets set in their Local Transport plans relating to movements on main roads into city centres by 2010/11. |
| Inter-dependent GMLTP targets | LTP2 Area wide road traffic kilometres<br>LTP3 Cycle trips<br>LTP4a&b Modal share of trips to school<br>LTP6 Peak traffic flows to urban Key Centres<br>LTP7 Congestion<br>LTP11 Walking<br>LTP12 Mode share travel to work<br>LTP13 Mode share to Key Centres |
| Sources of data for setting targets and trajectories | ● Classified vehicle counts undertaken inbound on cordons around Greater Manchester's 10 Key Centres. Surveys are undertaken annually, such that each centre is counted once every 3 years.<br>● Greater Manchester's Strategy Planning Model for forecasting trips to the Key Centres<br>● Some centres are counted more regularly for other performance monitoring purposes. |
| Target justification | **Trends**<br><br>● The Key Centres are counted on a single weekday on a 3-year cycle, with 3 of the 9 centres counted each year, so great confidence cannot be had in year-to-year changes in modal split. |

# Monitoring Technical Annex 2

| Mandatory Headline indicator | Change in the number of vehicles travelling towards<br><br>a) Regional centre<br>b) Other Key Centres |
|---|---|
| | However, people entering the KC's by car appear to have fallen slightly between1997 and 2002-04, but not as much as those entering by public transport. |
| | **Potential**<br><br>● SPM forecasts indicate that traffic destined for all key centres is expected to increase by between 6%-8% by 2011 from 2001. They also suggest that modal split of trips to key centres is relatively unaffected by the rate of economic growth. LTP investment is forecast to initially reverse the decline in PT's share, after which the downward trend re-establishes itself. However, the slide below the 2002-04 level is checked for over a decade.<br>● There is greater potential for modal shift in the Regional Centre than for other key centres, as mode choice is greater and non-car modes relatively more attractive.<br>● Main alternative to car is bus, which is less attractive an alternative than rail / Metrolink; congestion affects car and bus<br>● Necessity of development for regeneration may involve more car borne trips.<br>● A slower pace of development means changes through the planning system, such as car parking standards, would take longer to have effect.<br>● Limited number of workplace travel plans.<br>● Overall, number of trips is expected to increase, but the decline in non-car use can be stabilised with LTP investment and careful land use planning. |
| Geographical variations | Each centre has different geographical, transport and economic characteristics |
| Other comments | ● Note that targets LTP6 and LTP12a use a different survey method from the PSA target survey method, particularly regarding the way bus patronage data is collected. This is to maintain consistency with previous surveys undertaken since 1997. As a result, the different survey methods give slightly different, but compatible, results.<br>● Target takes account of Manchester City Council's Local Public Service Agreement of a 3.6 percentage points increase in the share of non-car trips to the Regional Centre between 07:30 and 09:30 on a 2005/06 base by 2008/09.<br>● The final PSA baseline will be known following completion of the surveys in May 2006. More accurate figures on the number of jobs to be created in the Regional Centre are also expected. Our target may therefore be revised in the light of this new information.<br>● No account is taken of the degree of through traffic, which is significant in some centres where major arteries run through, such as the A6 in Stockport. |

# 2 Monitoring Technical Annex



# Monitoring Technical Annex 2

## 2.19 LTP7 Congestion

| Mandatory headline indicator | On target routes, to achieve a 0% change in journey times with a 2% increase in area-wide traffic |
|---|---|
| Priority Theme(s) | Congestion<br>Air Quality |
| Method of monitoring indicator | ● ITIS tracking data<br>● GMTU/DfT traffic counts<br>● Bus journey time data from route surveys<br>● Automatic vehicle location (AVL) data where available<br>● Vehicle occupancy surveys<br><br>The target routes are:<br><br>1. A6 (B6186 Frederick Rd to A6042 Trinity Way)<br>2. A62 (M60 J22 to A62 Oldham Way, Oldham)<br>3. A62 (M60 to M&S IRR)<br>4. A579 (Atherton rail station to B6202 College Way, Bolton)<br>5. A56 (M60 J17 to A56 Jubilee Way, Bury)<br>6. A5103 (A6010 Wilbraham Rd to MSIRR)<br>7. A6 (A627 Torkington Road, Hazel Grove, to B5465 Greek St, Stockport)<br>8. A6 (B5169, School Lane, Heaton Chapel, to A6010 Kirkmanshulme Lane)<br>9. A635 (Rassbottom St, Stalybridge, to M60 J23)<br>10. A5145 (Parrs Wood Road, Didsbury, to A5010 Wilbraham Road, Stretford)<br>11. A49 (Grove Lane, Standish, to Greenhough St, Wigan)<br>12. A56 (B5397 Dane Rd, Sale to B5164 Barrington Rd, Altrincham)<br>13. B5117 (A6010 Wilbraham Road to A34 Grosvenor St, Manchester city centre)<br>14. A665 (A635 Mancunian Way to A664 Shude Hill)<br>15. A58 (Railway St, Littleborough to A671 John St, Rochdale) |
| Interim target | No further increase in journey times<br><br>Final target to be produced for LTP1 Delivery Report, July 2006, following further testing of effect of specific corridor measures |
| Trajectory | Level |
| National targets | The ten largest urban areas will meet the congestion targets set in their Local Transport plans rrelating to movements on main roads into city centres by 2010/11. |
| Inter-dependent GMLTP targets | LTP2 Area wide road traffic kilometres<br>LTP3 Cycle trips<br>LTP4a&b Modal share to school<br>LTP6 Peak traffic flows to urban Key Centres<br>LTP7 Congestion<br>LTP8 Air Quality<br>LTP11 Walking<br>LTP12 Mode share travel to work<br>LTP13 Mode share to Key Centres |
| Sources of data for setting targets and trajectories | ● ITIS tracking data<br>● GMTU/DfT traffic counts and vehicle occupancy surveys |

# 2 Monitoring Technical Annex

| Mandatory headline indicator | On target routes, to achieve a 0% change in journey times with a 2% increase in area-wide traffic |
|---|---|
| | ● Bus journey time data from route surveys<br>● Forecasts of changes in trip patterns leading to forecast changes in journey times using Greater Manchester Strategy Planning model and the Sub-regional Highway Model |
| Target justification | ● M60 before & after journey time study indicated little change between 1999 and 2003<br>● Modelling of the A6 corridor using SATURN indicated that a high level of modal shift from cars to bus increased overall journey times because buses are slower. |
| Risks | ● Being over-whelmed by macro-forces, such as the state of the economy and lifestyle choices<br>● Successful regeneration leading to greater wealth, car ownership, use of cars and more goods vehicle movements<br>● Potential conflicts with other targets and policies, e.g. bus improvements on corridors with limited carriageway space could reduce highway capacity |
| Geographical variations | The worst congestion occurs in the south-east and east of the county. The most severe delays on average tend to be on classified roads as opposed to motorways. |
| Other comments | We are also considering a journey time reliability indicator, but this depends on the completion of further research locally and nationally and the issue of guidance. A method of determining journey time variability using ITIS speed data has been determined, but this assumes times on links are independent of each other. |

# Monitoring Technical Annex 2

## 2.20 LTP8 Air Quality

| **Mandatory Headline indicator** | **a) Concentration of $NO_2$ at worst case receptor sites in each District's AQMA.**<br><br>To be reported annually as:<br>b) Number of tonnes NOx emitted annually from road transport in each District's AQMA |
|---|---|
| Priority Theme(s) | ● Air Quality<br>● Health |
| Method of monitoring indicator | ● Greater Manchester's EMIGMA emissions database<br>● GMTU/DfT traffic counts<br>● Modelled speed estimates using speed flow curves from the Sub-Regional Highway Model (in future it may be possible to base these in ITIS vehicle speed data)<br>● DeFRA emission factors |
| Interim Target<br><br>(pending 2006 air quality review and assessment) | **a) Modelled concentration of $NO_2$ at worst case receptor sites in each District's AQMA**<br><br>**G M average 44.86 38.92** |

| **District** | **2005** | **2010** |
|---|---|---|
| Bolton | 42.26 | 36.39 |
| Bury | 47.08 | 50.09 |
| Manchester | 36.71 | 29.00 |
| Oldham | 40.93 | 35.32 |
| Rochdale | 53.18 | 46.72 |
| Salford | 48.09 | 46.07 |
| Stockport | 40.71 | 29.01 |
| Tameside | 48.00 | 40.00 |
| Trafford | 40.00 | 31.51 |
| Wigan | 51.59 | 45.06 |
| **GM average** | **44.86** | **38.92** |

Trajectory

**b) Local traffic emissions (tonnes) NOx in each District**

| **District** | **2004** | **2006** | **2007** | **2008** | **2009** | **2010** | **2011** |
|---|---|---|---|---|---|---|---|
| Bolton | 1643 | 1463 | 1374 | 1284 | 1194 | 1104 | 1015 |
| Bury | 1724 | 1527 | 1429 | 1330 | 1232 | 1134 | 1035 |
| Manchester | 2001 | 1786 | 1679 | 1572 | 1464 | 1357 | 1249 |
| Oldham | 898 | 801 | 752 | 703 | 655 | 606 | 557 |
| Rochdale | 2156 | 1913 | 1792 | 1671 | 1550 | 1428 | 1307 |
| Salford | 2664 | 2366 | 2217 | 2067 | 1918 | 1769 | 1620 |
| Stockport | 1441 | 1280 | 1199 | 1119 | 1038 | 957 | 877 |
| Tameside | 1085 | 971 | 914 | 857 | 800 | 744 | 687 |
| Trafford | 1094 | 978 | 920 | 862 | 804 | 746 | 688 |
| Wigan | 1068 | 1659 | 1555 | 1452 | 1348 | 1245 | 1141 |
| External | 1068 | 945 | 884 | 823 | 762 | 700 | 639 |

# 2 Monitoring Technical Annex

| **Mandatory Headline indicator** | **a) Concentration of $NO_2$ at worst case receptor sites in each District's AQMA.**<br>To be reported annually as:<br>b) Number of tonnes NOx emitted annually from road transport in each District's AQMA | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Greater Man.** | **17640** | **15690** | **14715** | **13740** | **12765** | **11790** | **10816** |
| National targets | PSA6: Meet National Air Quality Strategy Objectives for $NO_2$ by 2010 | | | | | | | |
| Inter-dependent GMLTP targets | LTP2 Area wide road traffic kilometres<br>LTP3 Cycle trips<br>LTP4a&b Modal share to school<br>LTP6 Peak traffic flows to urban Key Centres<br>LTP7a&b Congestion<br>LTP11 Walking<br>LTP12 Mode share travel to work<br>LTP13 Mode share to Key Centres | | | | | | | |
| Sources of data for setting targets and trajectories | ADMS-urban air quality model, which draws on<br>● EMIGMA emissions database<br>● GMTU/DfT traffic counts<br>● Forecast changes in flows/speeds using the Greater Manchester Strategy Planning Model and Sub-Regional Highway Model<br>● DeFRA emission factors<br><br>This model was last run in 2003, and will be re-run as part of the 2006 review and assessment. As such it does not reflect the latest SPM CRDP growth scenario runs. It also requires updating of some of the base assumptions, including the relationship between NOx emissions and $NO_2$ concentrations, which have subsequently been found to be different from the previously understood situation. It would also be beneficial to account for local vehicle fleet characteristics, rather than using national characteristics; this would also enable better estimation of our LTP measures on encouraging the use of cleaner fuels, engines and exhaust treatments. For these reasons the target will be an interim one until 2007, when we expect to be able to reset the target based on the impending review. | | | | | | | |
| Target justification | The EMIGMA emissions database suggested a 30% reduction in NOx emissions in central and urban locations would be needed in order to meet the NAQS standards. | | | | | | | |
| Risks | ● Being over-whelmed by macro-forces, such as the state of the economy and lifestyle choices<br>● Successful regeneration leading to greater wealth, car ownership, use of cars and more goods vehicle movements<br>● The long-term decline of HGVs on local roads ceases and reverses due to congestion on the motorways<br>● Potential conflicts with other targets and policies, e.g. bus improvements on corridors with limited carriageway space could reduce highway capacity and increase congestion and emissions<br>● Will rely on delivery of schemes from both the Highways Agency and Local Authorities to be successful | | | | | | | |
| Geographical variations | ● Emissions vary significantly by location due to the location of non-traffic sources, and the composition and volume of traffic.<br>● They are greatest in the centre of the conurbation and along the motorway network.<br>● NOx emissions from vehicles form a high proportion of the total in Salford and Rochdale (around 78%), but a lower proportion in Manchester and Wigan (around. 57%). Salford and Rochdale have a higher proportion of vehicle-kilometres travelled on motorways, whereas Manchester and Wigan have a lower proportion.<br>● PM10 emissions from road traffic form a high proportion of the total in Salford and Rochdale (around 67%), but a lower proportion in Tameside and Bolton (around 50%). | | | | | | | |
| Subsidiary indicators | ● Number of tonnes $PM_{10}$ emitted annually from road transport in each District<br>● Annual tonnes NOx emitted from road traffic within areas of exceedances.<br>● Exposure to poor air quality: numbers of properties in areas where AQ objectives likely to be exceeded. Baseline and 2010 target to be estimated. Unable to reassess pollutant concentrations annually due to the complexity and cost of the modelling work.<br>● Average number of days at real time monitoring sites where air quality is moderate or worse. Specific sites need to be determined.<br>● Number of sites where the annual mean $NO_2$ objective is exceeded. Specific sites need to be determined. | | | | | | | |

# Monitoring Technical Annex 2

| **Mandatory Headline indicator** | **a) Concentration of $NO_2$ at worst case receptor sites in each District's AQMA.**<br><br>To be reported annually as:<br>b) Number of tonnes NOx emitted annually from road transport in each District's AQMA |
|---|---|
| | ● Number of sites where the 24-hour mean $PM_{10}$ objective is exceeded. Specific sites need to be determined.<br>● NO2 concentrations on congestion monitoring corridors |
| Other comments | ● Worst case receptor sites chosen on the basis of modelled $NO_2$ concentrations, location of permanent air quality monitoring sites, and relation to NOx sources and LTP priority corridors. Single sites are not necessarily indicative of air quality in the whole of the AQMA.<br>● Modelling has limitations, including the reliance on national, rather than local, data for emissions factors, fuel and particulate trap use. Modelling techniques may change over the LTP2 period. However, trends noticed through direct measurement are also subject to variations caused by meteorological conditions.<br>● It is likely that the EU Standard for NO2 concentrations may be lowered due to more recent evidence that it is more harmful than at first thought.<br>● The latest Greater Manchester Review and Assessment of Air Quality will report around Spring 2007. This will take account of LTP2 measures, and the latest thinking on NOx to $NO_2$ conversion rates, which are not as previously thought. The above targets are based on the previously understood relationship. The targets will therefore be revised following this work. |

# 2 Monitoring Technical Annex

## 2.21 LTP9 Climate Change

| Local Headline indicator | Number of tonnes of $CO_2$ emitted annually from traffic on local roads. |
|---|---|
| Priority Theme(s) | ● Air quality<br>● Health |
| Method of monitoring indicator | ● Greater Manchester's EMIGMA emissions database<br>● GMTU/DfT traffic counts<br>● Modelled speed estimates using speed flow curves from the Sub-Regional Highway Model<br>● DeFRA emission factors |
| Target | Limit increase in $CO_2$ emissions from traffic on local roads between 2004 and 2011 to 4.5%. |
| Trajectory | 2004 2005 2006 2007 2008 2009 2010 **2011**<br>3.76m 3.78m 3.81m 3.83m 3.86m 3.88m 3.91m **3.93m** |
| National target | PSA7:<br>● 12.5% reduction in overall greenhouse gas emissions between 1990 and 2008-12 (legally binding Kyoto target)<br>● move towards 20% reduction in $CO_2$ emissions between 1990 and 2010<br>● 60% reduction in $CO_2$ emissions between 2004 and 2050 |
| Inter-dependent GMLTP targets | LTP2 Area wide road traffic kilometres<br>LTP3 Cycle trips<br>LTP4a&b Modal share to school<br>LTP6 Peak traffic flows to urban Key Centres<br>LTP7 Congestion<br>LTP11 Walking<br>LTP12 Mode share travel to work<br>LTP13 Mode share to Key Centres |
| Sources of data for setting targets and trajectories | ● Greater Manchester's EMIGMA emissions database<br>● GMTU/DfT traffic counts<br>● Modelled speed estimates using speed flow curves from the Sub-Regional Highway Model<br>● DefRA emission factors |
| Target justification | **Potential**<br>● Modal shift to public transport/walking and cycling through travel plans, targeted investment in non-car modes and smarter travel initiatives, all limiting traffic growth on local roads<br>● Increase in proportion of cars with more than one occupant, through the promotion of car sharing<br>● Improvements in vehicle technology<br>● Successful regeneration of Key Centres resulting in shorter trips by car<br>● Planning controls |
| Risks | ● Lack of control over central Government legislation, taxation and fuel prices<br>● Lack of control over composition / age of vehicle fleet |

# Monitoring Technical Annex 2

| Local Headline indicator | Number of tonnes of $CO_2$ emitted annually from traffic on local roads. |
|---|---|
| | ● Failure to successfully decouple economic and traffic growth<br>● Trip lengths continue to increase |
| Subsidiary indicators | ● Tonnes of $CO_2$ emitted by vehicle type (cars, LGVs, OGVs). Target to be set following further research work<br>● Tonnes of $CO_2$ emitted by vehicle-kilometre. Target to be set following further research work |
| Other comments | ● Significant reductions from road traffic are considered beyond the scope of Local Government, and are more likely to be achieved by national action, for example on fuel quality or national road user charging.<br>● Further work to establish local emission factors would be useful. |

# 2 Monitoring Technical Annex

## 2.22 LTP10 Accessible Infrastructure

| Local Headline indicator | a) Percentage of wheelchair accessible buses<br><br>b) Percentage of accessible bus stops (minimum 160mm kerb height)<br><br>c) Percentage of rail stations fully accessible to disabled people<br><br>d) BV 165 Proportion of pedestrian crossings with facilities for disabled people<br><br>e) BV 178 Public Rights of Way which are easy to use |
|---|---|
| Priority Theme(s) | Accessibility |
| Method of monitoring indicator | a) and c) GMPTE site observations (see Other Comments)<br>b) District Council records<br>d) District Council BVPI measurements to agreed Greater Manchester standard<br>e) District Council BVPI measurements |
| Targets | a) 66% by 2008/09 (set as rolling three year target)<br>b) to be developed<br>c) 57% (61/107 stations) by 2008/09 (set as rolling three year target)<br>d) Set by each District: see below<br>e) Set by each District: see below |
| Trajectory | **a)** wheelchair accessible buses<br><br>04/05 05/06 06/07 07/08 **08/09**<br>41.8% 48% 54% 60% 66%<br><br>**b)** raised bus stops<br><br>Data collection system to be established in 2006: figures available from 2007<br><br>**c)** accessible rail stations<br><br>04/05 05/06 06/07 07/08 **08/09**<br>50.5% 52.3% 54.2% 56.1% 57.0%<br>(54) (56) (58) (60) (61) stations<br><br>**d)** BV165<br><br>Authority 04/05 05/06 06/07 07/08 08/09 09/10 **10/11**<br>Bolton 41.0 51.0 59.0 64.0 69.0 74.0 **79.0**<br>Bury 75.7 77.0 79.0 80.0 81.0 82.0 **83.0**<br>Manchr 81.5 82.0 84.2 85.0 85.5 86.0 **86.5**<br>Oldham 77.6 80.0 83.0 85.0 87.0 89.0 **91.0**<br>Rochdle 54.0 60.0 65.0 69.0 73.0 75.0 **76.0**<br>Salford 80.4 82.5 85.0 87.5 90.0 92.5 **95.0**<br>Stockpt 93.1 93.0 85.0 91.0 95.0 97.0 **98.0**<br>Tamesde 79.2 83.0 87.0 90.0 92.5 94.5 **95.5**<br>Trafford 35.0 50.0 65.0 80.0 90.0 95.0 **98.0**<br>Wigan 88.0 88.0 88.0 90.0 91.5 93.0 **95.0**<br><br>**e)** BV178<br><br>Authority 04/05 05/06 06/07 07/08 08/09 09/10 **10/11**<br>Bolton 67.0 75.0 67.0 69.5 72.0 74.5 **77.0**<br>Bury 81.9 82.0 83.0 84.0 85.0 86.0 **87.0** |

# Monitoring Technical Annex 2

| Local Headline indicator | a) Percentage of wheelchair accessible buses<br><br>b) Percentage of accessible bus stops (minimum 160mm kerb height)<br><br>c) Percentage of rail stations fully accessible to disabled people<br><br>d) BV 165 Proportion of pedestrian crossings with facilities for disabled people<br><br>e) BV 178 Public Rights of Way which are easy to use |
|---|---|
| | Manchr 66.3 68.0 75.0 80.0 85.0 90.0 **95.0**<br>Oldham 46.5 60.0 60.0 65.0 70.0 75.0 **80.0**<br>Rochdle 42.0 47.0 51.0 56.0 61.0 64.0 **66.0**<br>Salford 66.0 75.3 75.3 75.3 75.3 75.3 **75.3**<br>Stockpt 79.1 81.0 83.0 85.0 87.0 89.0 **90.0**<br>Tamesde 88.8 92.0 93.0 94.0 94.5 95.0 **95.5**<br>Trafford 37.0 51.9 67.0 78.0 86.0 93.0 **95.0**<br>Wigan 68.0 71.0 71.0 71.5 72.0 72.5 **73.0** |
| National target | a) 50% by 2010/11 |
| Inter-dependent GMLTP targets | BV 104 Public Transport patronage<br>LTP 11 Walking |
| Sources of data for setting targets and trajectories | GMPTE surveys<br>Local authority records |
| Target justification | **Trends**<br><br>● Proportion of wheelchair-accessible buses has been increasing and reached 40% in 2003/04<br>● Target 53% 2005/06 (N.B. on QBCs the target is 91%)<br><br>**Potential**<br><br>● Proportion of wheelchair-accessible buses will continue to increase, as all new vehicles will be DDA compliant.<br>● Number of accessible stops is increasing through the QBC programme, in particular and through other programmes<br>● GMPTE and rail operators station investment programmes. There will be a review of this programme in 2006, which will inform the development of targets up to the end of the Plan period.<br>● District Council pedestrian crossing improvement programme and UTC upgrades |
| Risks | ● Operators might move accessible buses to another part of the country.<br>● Older buses from elsewhere can be moved in to Greater Manchester |
| Geographical variations | ● May vary according to operator investment in new vehicles |
| Subsidiary indicators | Percentage of hackney carriages meeting DDA standards |
| Other comments | ● Current indicator on percentage of accessible buses is measured by recording at stops. However, the resultant figure is much lower than the figures supplied by operators' based on their fleet composition. This discrepancy will be investigated, but for the moment, the observation-based figure will be used. |

# 2 Monitoring Technical Annex

| Local Headline indicator | a) Percentage of wheelchair accessible buses<br><br>b) Percentage of accessible bus stops (minimum 160mm kerb height)<br><br>c) Percentage of rail stations fully accessible to disabled people<br><br>d) BV 165 Proportion of pedestrian crossings with facilities for disabled people<br><br>e) BV 178 Public Rights of Way which are easy to use |
|---|---|
| | ● Stops are only accessible if the walking routes to them are also suitable for people with disabilities<br>● Full accessibility may rely on public transport staff assistance, which may not be available |

# Monitoring Technical Annex 2

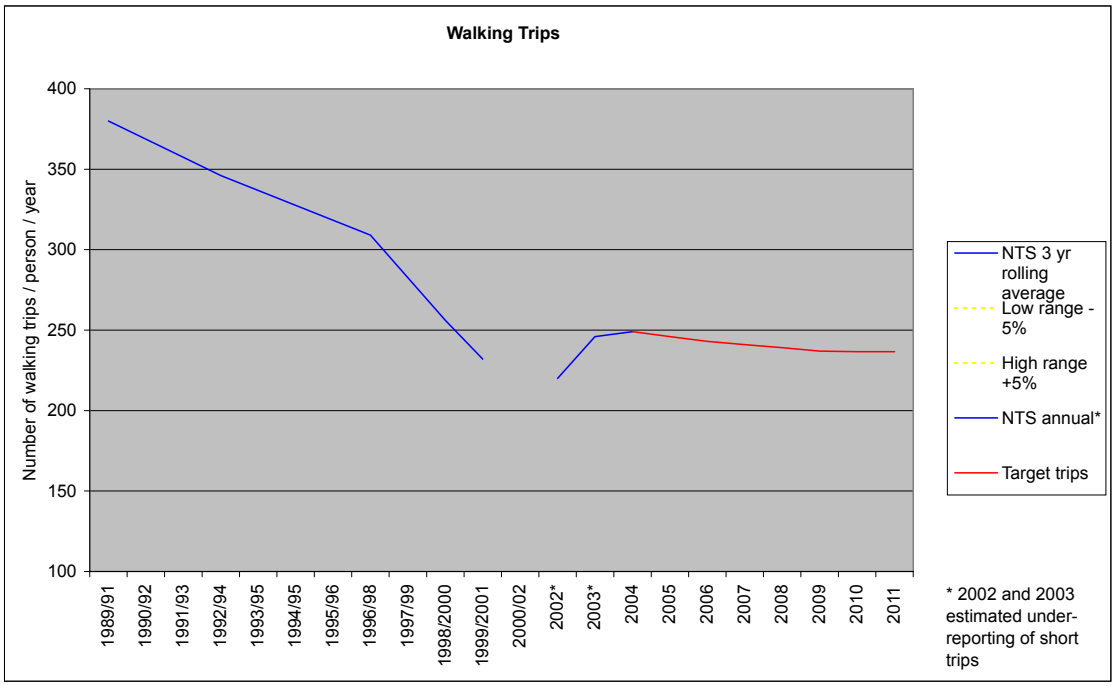
## 2.23 LTP11 Walking

| Local Headline Indicator | Number of individual walk* trips / person / year in Greater Manchester<br><br>*where walking is the main mode in a journey |
|---|---|
| Priority Theme(s) | ● Congestion<br>● Health |
| Method of monitoring indicator | ● National Travel Survey (NTS) |
| Target | Reduction in the recent rate of decline to only -5% from 2004 to 2010. |
| Trajectory | Year: trips/person/year<br><br>2004: 249<br>2005: 246<br>2006: 243<br>2007: 241<br>2008: 239<br>2009: 237<br>2010: 237<br>2011: 237<br><br>Overall, the trajectory envisages a continuing reduction in walking trips in the short-term, until there is a sufficient mass of facilities and understanding of exercise in maintaining good health to encourage significantly more walking. It is envisaged that by the end of the plan period the trend will have levelled out, and there will be no further decline.<br><br>National Travel Survey staff are estimating a suitable confidence limit for this indicator, within which we can consider ourselves on target. |
| National target | ● Substantially reduce mortality rates from heart disease and stroke and related diseases by at least 40% in people under 75, with a 40% reduction in the inequalities gap between the fifth of areas with the worst health and deprivation indicators and the population as a whole<br>● Halting the year-on-year rise in obesity among children under 11 by 2010 in the context of a broader strategy to tackle obesity in the population as a whole |
| Inter-dependent GMLTP targets | LTP2 Area wide road traffic kilometres<br>LTP3 Cycle trips<br>LTP4a&b Modal share to school<br>LTP6 Peak traffic flows to urban Key Centres<br>LTP7 Congestion<br>LTP8 Air quality<br>LTP9 Climate change<br>LTP10d (BV165) Disabled facilities at pedestrian crossings<br>LTP12 (BV178) Public Rights of Way<br>LTP13 Mode share to Key Centres |
| Sources of data for setting targets and trajectories | ● National Travel Survey (NTS)<br>● Greater Manchester Area Transport Surveys – household survey<br>● Greater Manchester's Strategy Planning Model (SPM) |
| Target justification | **Trends**<br><br>● LTP1 objective to increase walking has failed.<br>● Overall there has been a 39% decrease since 1990, and a 25% decrease between 1997 and 2000. Interpretation of recent data for the LTP1 period has been made more difficult by a change in survey methodology. Decrease believed to be due to a number of factors, including |

# 2 Monitoring Technical Annex

| Local Headline Indicator | Number of individual walk* trips / person / year in Greater Manchester<br><br>*where walking is the main mode in a journey |
|---|---|
| | increasing car ownership, land use changes that encourage car use, and increasingly sedentary lifestyles.<br>● There have been recent signs of a slight recovery since 2002, indicating that the rate of decline may be reducing.<br>● SPM forecast indicate walking levels would continue to decline by about 5% between 2001 and 2011, although it is acknowledged that the SPM has limitations in considering walking as a mode.<br><br>**Potential**<br><br>● 50% of school trips are by foot, and 35% by car in primary schools, so there is scope to increase walk journeys.<br>● 14% of journeys to work by car are under 2kmlong and are therefore potentially walkable given the right incentives and restrictions on car travel.<br>● 31% of walk journeys are for shopping and personal business, so continuing to promote and improve access to local facilities should help maintain that share.<br>● The school travel plans should help increase walking levels, especially to primary schools, and a number of workplace Travel Plans will help.<br>● SPM forecasts indicate that making walking more attractive relative to car travel was an effective way to reduce car use, especially for school and work trips.<br>● The final LTP target has been made more demanding than the provisional LTP target of limiting the decrease to -15%. This was influenced by the receipt of more recent information, and comments received during consultation on the plan. |
| Risks | ● Being over-whelmed by macro-forces, such as the state of the economy or lifestyles.<br>● Successful regeneration increasing wealth leading to greater car ownership and use.<br>● Improvements to public transport and cycling abstracting potential walkers.<br>● Lack of understanding of relationship between investment in walking facilities and their use introduces uncertainty about the target.<br>● Increases in walking may be in terms of journey length, in combination with other modes, or occasional trips, which may not be picked up by the indicator.<br>● Resources may be too limited to make an impact upon such a diverse range of trips. |
| Geographical variations | ● Indicator cannot be measured below county level.<br>● There is a need for more evidence on how local factors affect walking levels. GMTU are studying the effect of weather.<br>● Suggested that increases in city centre living will increase walking levels, especially in Regional Centre. |
| Subsidiary indicators | ● Number of pedestrian casualties<br>● Pedestrian casualty rate (No. pedestrian casualties per person-km walked)<br>● Percentage of trips to school by foot<br>● Percentage of trips to key centres by foot<br>● Number and percentage of pedestrian facilities at signals |
| Other comments | ● Our anticipated increase in public transport use is also likely to result in more walking, as this is the main method by which people access it. However, this is not reflected in the NTS figures, which pick up trips where walking is the main stage in the journey.<br>● Data could possibly be collected by a rolling programme of household interview surveys in Greater Manchester in future. |

# Monitoring Technical Annex 2



# 2 Monitoring Technical Annex

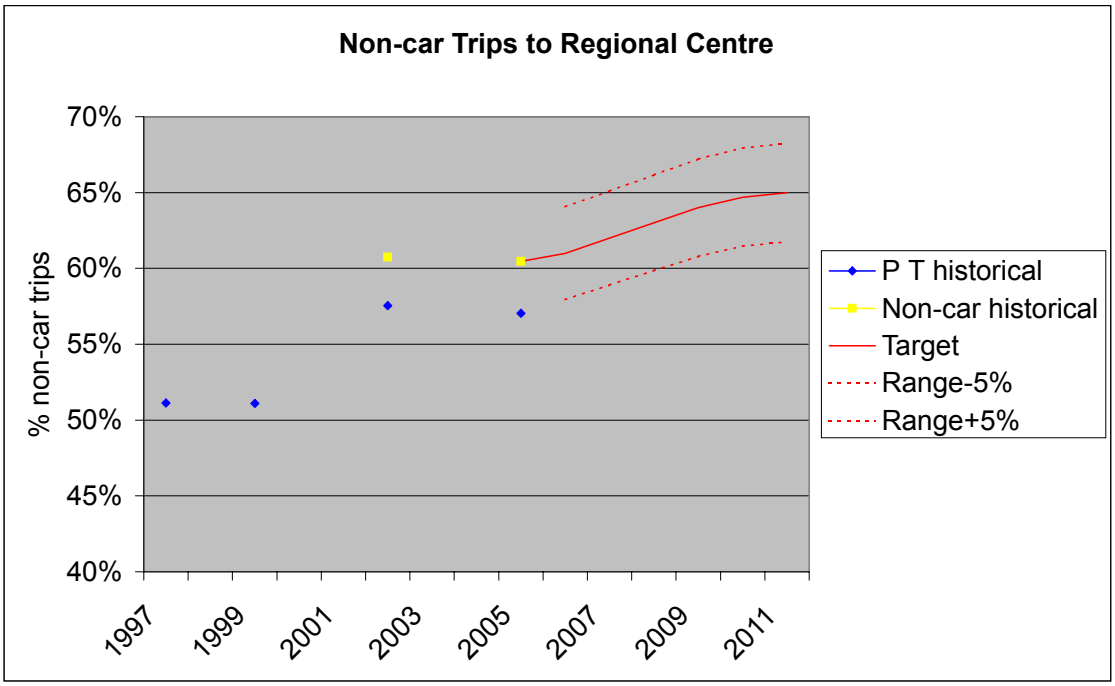
## 2.24 LTP12a Modal Share to Regional Centre

| Local Headline Indicator | Change in Regional Centre Modal Split in the Morning Peak Period (07:30-09:30) |
|---|---|
| Priority Theme(s) | ● Congestion<br>● Regeneration |
| Method of monitoring indicator | GM annual transport statistics – based on manual cordon counts of car, cycle and pedestrian trips, rail and Metrolink passengers and CPS data on bus passengers entering the Regional Centre. |
| Target | 65% non-car by 2011 |
| Trajectory | **Year Non car**<br><br>2002 61%<br>2005 60%*<br>2006 61%<br>2007 62%<br>2008 63%<br>2009 64%<br>2010 65%<br>2011 65%<br><br>* GMTU standard key centre survey March 2005. Further surveys are being carried out in 2005/06 for the Manchester PSA modal split target; these use a different method for estimating bus patronage, and include additional survey points. Initial results estimate the baseline non-car use at 65%.<br><br>Surveys prior to 2002 did not include walking and cycling.<br><br>Analysis of historical data from 1997-2005 indicates that individual year's figures can vary +/-5% from the trend. Manual counts normally have an accuracy of +/- 10%. We will therefore consider ourselves on target if annual figures are within +/-5% of the trajectory with a similar overall trend. |
| Relevant national target | The ten largest urban areas will meet the congestion targets set in their Local Transport plans relating to movements on main roads into city centres by 2010/11. |
| Inter-dependent GMLTP targets | LTP2 Area wide road traffic kilometres<br>LTP3 Cycle trips<br>LTP4a&b Modal share to school<br>LTP6 Peak traffic flows to urban Key Centres<br>LTP7 Congestion<br>LTP8 Air quality<br>LTP9 Climate change<br>LTP11 Walking<br>LTP12 Modal share journey to work<br>LTP13 Mode share to Key Centres |
| Sources of data for setting targets and trajectories | ● GM annual transport statistics – based on manual cordon counts of car, cycle and pedestrian trips, rail and Metrolink passengers and CPS data on bus passengers entering the Regional Centre.<br>● Forecasts from the Greater Manchester Strategy Planning Model (SPM) |
| Target Justification | **Trends**<br><br>● Investment in the Inner Relief Route (IRR), traffic management and the quality of bus travel has resulted in a mode switch to public transport<br>● People entering the Regional Centre increased by 5% between 1997-2002, but fewer travelled by car<br>● Recent figures suggest modest increases in both cycling and walking into the regional centre. |

# Monitoring Technical Annex 2

| Local Headline Indicator | Change in Regional Centre Modal Split in the Morning Peak Period (07:30-09:30) |
|---|---|
| | ● Parking charges increased more than the rate of inflation between 1999 and 2003.<br>● However, the step change in car trips was mainly due to removal of through traffic by IRR and traffic management – little opportunity for similar change in future |
| | **Potential**<br>● Further investment in bus travel, and a continuation of growth in the use of rail to access the regional centre, will further increase the number of trips and retain substantially the current mode shares.<br>● Actions to improve public transport in general, walking and cycling<br>● Continuing increase in city centre activity, including Spinningfields and Bank of New York HQ and the opportunity to encourage travel by non-car modes.<br>● Continuing increase in city centre living<br>● Limiting effect on car traffic of continued parking pricing policy discouraging long stay parking in the central area and car commuting<br>● Increasing trip length of journeys to work more likely to favour rail and Metrolink use, especially given expected Metrolink capacity increase.<br>● Centre surrounded by areas of low car ownership, favouring public transport use.<br>● GMITS corridor partnerships on key corridors to the regional centre<br>● The trajectory reflects the impact of Metrolink capacity increases expected in 2008<br>● City car club could assist in achievement of target, but less effect expected on peak trips |
| Risks | ● Being over-whelmed by macro-forces, e.g. the state of the economy or lifestyle choices<br>● Successful regeneration leading to greater wealth, car ownership, use of cars and more goods vehicle movements<br>● Poor performance by public transport operators<br>● Capacity constraints on public transport |
| Subsidiary Indicators | ● Walking trips into regional centre<br>● Cycle trips into regional centre |
| Other Comments | ● Note that targets LTP6 and LTP12a use a different survey method from the PSA target survey method, particularly regarding the way bus patronage data is collected. This is to maintain consistency with previous surveys undertaken since 1997. As a result, the different survey methods give slightly different, but compatible, results.<br>● Target takes account of Manchester City Council's Local Public Service Agreement of a 3.6 percentage point increase in the share of non-car trips to the Regional Centre between 07:30 and 09:30 on a 2005/06 base by 2008/09.<br>● The final PSA baseline will be known following completion of the surveys in March 2006. More accurate figures on the number of jobs to be created in the Regional Centre are also expected. Our target may therefore be revised in the light of this new information.<br>● There is a high level of public transport interchange in the Regional Centre, so a through trip involving interchange will still be counted as a trip to the centre.<br>● There may be a high level of variability with recorded walking trips especially, as the surveys are carried out on a single day. We have recently started to use automatic pedestrian counters to supplement the manual counts, as these can be used at control\points over a longer period. The PSA surveys are carried out over a period of 8 days and may help our analysis of this aspect. |

# 2 Monitoring Technical Annex



# Monitoring Technical Annex 2

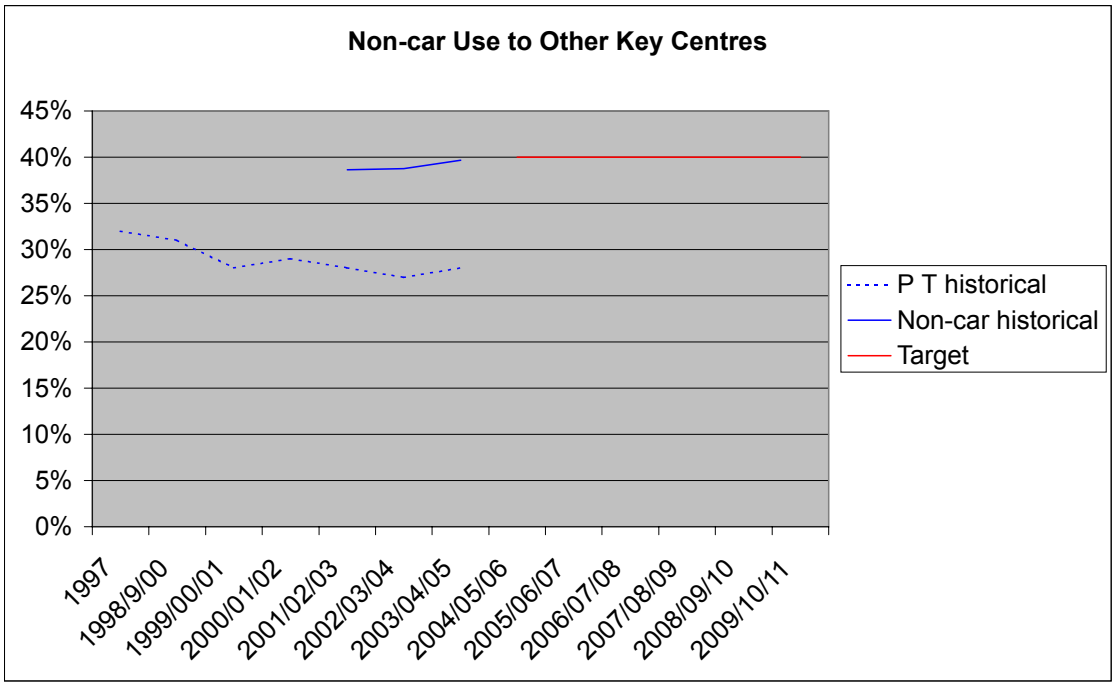
## 2.25 LTP12b Modal Share to Key Centres

| Local Headline indicator | Change in Key Centre Modal Split AM Peak |
|---|---|
| Priority Theme(s) | Congestion, Regeneration |
| Method of monitoring indicator | GM annual transport statistics – based on manual cordon counts of car, cycle and pedestrian trips, rail and Metrolink passengers and CPS data on bus passengers entering centres. Automatic vehicle and pedestrian counts are also carried out. Each centre to be surveyed at least once every 3 years.<br><br>Annual reporting to be based on 3 year rolling average of all centres combined. |
| Target | To stabilise modal split at 40% non-car modes to 2011. |
| Trajectory | 2003/04/05 39%<br>2005/06/07 39%<br>2009/10/11 40%<br>See LTP6 for a list of key centres. |
| Related national target | The ten largest urban areas will meet the congestion targets set in their Local Transport plans relating to movements on main roads into city centres by 2010/11. |
| Inter-dependent GMLTP targets | LTP2 Area wide road traffic kilometres<br>LTP3 Cycle trips<br>LTP4a&b Modal share to school<br>LTP6 Peak traffic flows to urban Key Centres<br>LTP7 Congestion<br>LTP8 Air quality<br>LTP9 Climate change<br>LTP11 Walking<br>LTP12 Modal share journey to work<br>LTP13 Mode share to Key Centres |
| Sources of data for setting targets and trajectories | ● GM annual transport statistics – based on manual cordon counts of car, cycle and pedestrian trips, rail and Metrolink passengers and CPS data on bus passengers entering the Key Centres.<br>● Forecasts from the Greater Manchester Strategy Planning Model (SPM) |
| Target justification | **Trends**<br><br>● There has been a steady decline in PT's share of trips<br>● The Key Centres are counted on a single weekday on a 3-year cycle, with 3 of the 9 centres counted each year, so great confidence cannot be had in year-to-year changes in modal split. However, people entering the KC's by car appear to have fallen slightly between1997 and 2002-04, but not as much as those entering by public transport, which have declined steadily by up to 20% |
| Target justification | **Potential**<br><br>● Less potential for modal shift than for Regional Centre where mode choice is greater and non-car modes relatively more attractive.<br>● The main alternative to the car is the bus, which is often a less attractive option than rail / Metrolink; congestion affects both cars and buses<br>● Necessity of development for regeneration may involve more car borne trips.<br>● SPM forecasts indicate that am peak traffic destined for (i.e. not just entering) key centres is expected to decrease by between 2%-3% by 2011 from 2001. They also show that modal split of trips to key centres is less influenced by the rate of economic growth.<br>● Additional investment in improving the attractiveness of buses is forecast to delay further decline in bus patronage until 2021.<br>● Relaxed view on car parking standards; slower pace of development means changes take longer to have effect. |

# 2 Monitoring Technical Annex

| Local Headline indicator | Change in Key Centre Modal Split AM Peak |
|---|---|
| | ● Limited number of workplace travel plans.<br>● Overall, number of trips is expected to increase, but the decline in non-car use can be stabilised with LTP investment and careful land use planning. |
| Risks | ● Being over-whelmed by macro-forces, such as the state of the economy and lifestyle choices<br>● Successful regeneration leading to greater wealth, car ownership and use of cars<br>● Changes in development control policies regarding out-of-centre development, which encourage travel by car to out-of centre locations.<br>● Some Key Centres used for rail-heading (e.g. Bury into Regional Centre)<br>● Lack of control over public transport operators |
| Geographical variations | ● The regional centre exhibits different geographical, transport and economic characteristics, and more favourable modal split, than other Key Centres. |
| Subsidiary indicators | ● Cycle trips to other Key Centres<br>● Walk trips to other Key Centres<br>● Changes in trips to individual Key Centres<br>● Potential for measuring other modal splits for other significant, but not key, centres, such as Trafford Park, Trafford Centre and Kingsway. |
| Other Comments | ● Non-car use includes public transport, walk, cycle and goods vehicle trips<br>● Previous (PT) figures did not include walking into key centres<br>● Based on standard key centre cordons, not including subsidiary centres such as Robin Park, Wigan, or west of Ashton |

# Monitoring Technical Annex 2



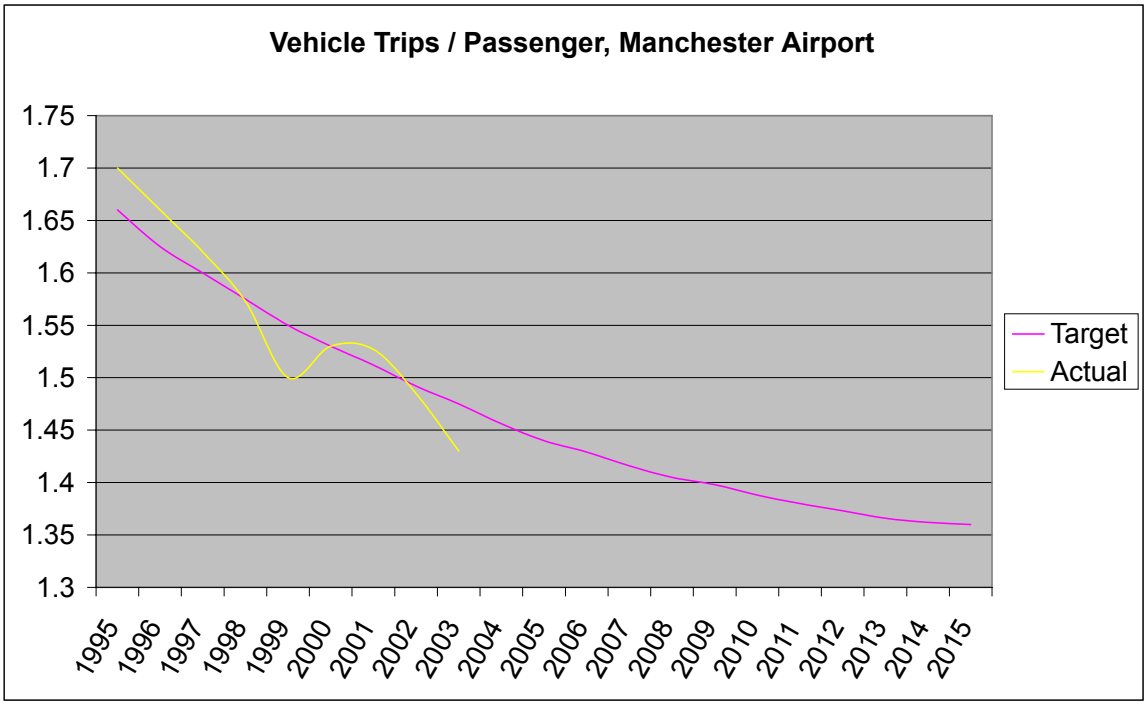
# 2 Monitoring Technical Annex

## 2.26 LTP12c Modal Share to Manchester Airport

| Local Headline indicator | Vehicle Trips by Road / Passenger to Manchester Airport |
|---|---|
| Priority Theme(s) | ● Congestion<br>● Regeneration |
| Method of monitoring indicator | ● CAA data; employee travel to work data; rail, coach & local bus patronage;<br>● GMTU road traffic counts; air passenger & freight statistics |
| Target | 4% reduction in the ratio of vehicle trips : passengers between 2005 and 2011, when passenger levels are expected to reach 30m passengers |
| Trajectory | Year Veh trips/pass<br>2005 1.44 (21.5m pass)<br>2006 1.43<br>2007 1.42<br>2008 1.40<br>2009 1.40<br>2010 1.39<br>2011 1.38 (30m pass estimated) |
| Related national target | The ten largest urban areas will meet the congestion targets set in their Local Transport plans relating to movements on main roads into city centres by 2010/11. |
| Inter-dependent GMLTP targets | LTP2 Area wide road traffic kilometres<br>LTP3 Cycle trips<br>LTP7 Congestion<br>LTP8 Air quality<br>LTP9 Climate change<br>LTP11 Walking<br>LTP12 Modal share journey to work |
| Sources of data for setting targets and trajectories | ● CAA data employee<br>● Travel to work data<br>● Rail, coach & local bus patronage<br>● Annual road traffic counts<br>● Air passenger & freight statistics |
| Target justification | **Trends**<br>● Rail patronage has increased considerably over the last 2 years.<br>● Local bus patronage has likewise increased, and there has been some consolidation of services over the last 2 years, which has encouraged growth.<br>● Coach patronage is currently weak, because services do not offer adequate frequency and early/late schedules suitable to an airport operation.<br>● The vehicle to air passenger ratio continues to be relatively low.<br>● Manchester Airport has a very high percentage of taxi use by air passengers |
| Target justification | **Potential**<br>● The Station, Manchester Airport's new transport interchange, offers improved information, waiting area, and retail and catering outlets for passengers.<br>● Rail patronage should continue to grow with marketing initiatives and other opportunities provided by the new TransPennineExpress and Northern franchises. |

# Monitoring Technical Annex 2

| Local Headline indicator | Vehicle Trips by Road / Passenger to Manchester Airport |
|---|---|
| | ● Demand Responsive Transport services are expected to increase, and there is potential for them to link with local bus to offer services at off-peak times to suit shift-workers. Real Time Passenger Information is being tested and could be installed on some Airport routes.<br>● Cycling by employees should begin to increase with new cycle routes in the area, promotion on the airport site, and a more centrally located cycle centre. |
| Risks | ● Metrolink Phase 3<br>● Passenger growth not as expected |
| Subsidiary indicators | ● Rail, Local Bus and Coach patronage<br>● Employee modal split<br>● Passenger modal split |
| Other Comments | ● Consistent with Manchester Airport's target in the Ground Transport Strategy of a further reduction by 10% in the ratio of vehicle trips to air passengers between 2001 and 2015 |



# 2 Monitoring Technical Annex

# South East Manchester Multi Modal Study Implementation Plan 3

## SEMMMS IMPLEMENTATION PLAN

## (SOUTH EAST MANCHESTER MULTI MODAL STRATEGY)

**Produced by the SEMMMS Partner Transport Authorities (Cheshire C.C, Derbyshire C.C, Manchester C.C, Stockport M.B.C, Tameside M.B.C and the Greater Manchester Passenger Transport Authority and Executive)**

# 3 South East Manchester Multi Modal Study Implementation Plan

## 3.1 SEMMMS Steering Implementation Group

***Chair*** **-** Mike Hayward

Government Office for the North West

***Participants include representations from***

Cheshire County Council
Derbyshire County Council
Freight Transport Association
Greater Manchester Passenger Transport Authority/Executive
Highways Agency
Macclesfield Borough Council
Manchester Airport
Manchester City Council
Network Rail
North West Regional Assembly
Strategic Rail Authority
Stagecoach Manchester
Stockport Metropolitan Borough Council
Tameside Metropolitan Borough Council

This group was created on the completion of the SEMMMS strategy and has met regularly since to develop joint initiatives and monitor and review progress of the SEMMMS strategy

## 3.2 SEMMMS Contact Officers

| | | |
|---|---|---|
| Cheshire County Council | John Gray | 01244 603 572 |
| Derbyshire County Council | Jim Seymour | 01629 580 000 |
| Greater Manchester Passenger Transport Executive | Moira Percy | 0161 242 6291 |
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| Manchester City Council | Nigel Gilmore | 0161 234 4063 |
| Stockport Metropolitan Borough Council | Sue Stevenson | 0161 474 4351 |
| Tameside Metropolitan Borough Council | Phil Calverley | 0161 342 3903 |

**Document Initial Contact Officer:**

Sue Stevenson,

# South East Manchester Multi Modal Study Implementation Plan 3

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## 3.3 Foreword

I am pleased to be able to continue my association with the study by chairing the Implementation Steering Group who's aim is to co-ordinate the diverse range of measures being managed and implemented by Local Authorities, the Highways Agency and public transport planners and operators. I believe that it is very important that the group maintains the momentum of the initial study, which I can confidently say is being achieved.

Local Transport Plan funding from the DfT has supported a wide range of schemes and measures to improve the local environment and provide a better choice of travel to the car. This year has seen work start on the extending the QBC network as envisaged by SEMMMS which will provide better access by bus to Stockport and Manchester Airport. Joint working by the local authorities, led by Stockport MBC, has seen the successful completion of public consultation on options for the major road schemes and detailed assessment work completed to provide robust evidence needed to make this submission for LTP funding.

As a resident of the area I can, as each year passes, see more results of the excellent work being carried out for the benefit of those living, working and travelling in the SEMMMS area. I look forward to another successful year for all involved with SEMMMS to include provisional acceptance of the submitted road schemes for future funding.

Mike Hayward

Chair Of SEMMMS Implementation Working Group

Transport Policy & Planning

GONW

# 3 South East Manchester Multi Modal Study Implementation Plan

## 3.4 Executive Summary

### The South East Manchester Multi-Modal Study

This study was commissioned and managed by Government Office for the North West (GONW). GONW created a Steering Group that included the relevant local authorities and transport organisations and a wider reference group to reflect local interests. Consultants were then appointed to undertake the study, which commenced in January 2000 and was completed in September 2001 when a final report, including a recommended strategy, was published.

The Government has provided funding to support the implementation of the SEMMMS recommendations as supplementary settlements made through the Local Transport Plan (LTP) process since 2002/03. This document provides a justification for the continued funding on a longer-term basis, the context and linkages of the works and a programme of implementation. The document was written jointly on behalf of the following authorities:

- Cheshire County Council (CCC);
- Derbyshire County Council (DCC);
- Greater Manchester Passenger Transport Authority / Executive (GMPTA/E);
- Manchester City Council (MCC);
- Stockport Metropolitan Borough Council (SMBC); and
- Tameside Metropolitan Borough Council (TMBC).

Details of the bid for funding for 2006/7 can be found in Cheshire and Greater Manchester's APR, and a more detailed explanation of the proposed schemes can be found in Chapter 7 of this document along with the Programme for the period 2006/7 to 2010/11.

Over the last 5 years the SEMMMS area has been receiving funding there has been numerous improvements made to the transport infrastructure with the ongoing delivery of the Quality Bus Corridors (QBC) and non QBC's in the area, the continuing development of the New SEMMMS Relief Road Scheme for which we are awaiting the results of the Annex E submission. Improvements to the accessibility and infrastructure of several town and local district centres. The development of new and improvements to existing cycling and pedestrian routes. These physical improvements are supported by the travel change programme in developing School and Business Travel plans to encourage modal shift and the information providing and sharing programs also being actioned through SEMMMS. More details of these improvements can be found in chapters 3 and 6.

### Local Priorities

The SEMMMS Strategy does support the local and national priorities surrounding the LTP2 especially clearly addressing the Key priorities for Greater Manchester of:

- Air Quality
- Accessibility
- Road Safety

# South East Manchester Multi Modal Study Implementation Plan 3

- Congestion
- Maintenance

Therefore the SEMMMS Strategy, despite being developed during the LTP1 period, can still be seen to be relevant in the present day.

**Finance**

The SEMMMS Study was reported on and approved by the Minister in 2002, in the middle of the LTP1 period (2001/02 to 2005/06). As a result, none of the authorities have therefore made any provision for expenditure on SEMMMS works in the main LTP process. The Government has supported the programme to date through Supplementary Bids. It should be noted that the low settlement for SEMMMS for the period 2005/06 has negatively impacted upon the programme's ability to be delivered in this financial period further such funding changes would have a similar effect. The SEMMMS Final Report noted that 'for the most of the measures there are no extant proposals within existing LTPs'. Though wherever possible, the authorities do supplement the programmes with contributions to schemes from the private sector and through alternative grant and partnership monies.

The funding indicated in the settlement letter for the period 06/07 for SEMMMS will enable work to continue on the programme. As will the indicative future funding which will also allow more detailed planning for future years. For further details see appendix 2.

In monitoring terms the indicative future settlements will enable the planning of future monitoring work and work programs and will allow us to confidently target.

The scale of the annual SEMMMS short / medium-term programme is significant. It lies beyond the scope of the authorities to undertake it within the current (and indicative) LTP funding. Any re-prioritisation of the planned five-year LTP programmes to accommodate the SEMMMS works would either (or both) distort the existing programmes or result in the failure to deliver on targeted outcomes. Currently all the authorities' available capital resources are fully committed on designated programmes in their budgets. Therefore the current and predicated funding allocations are very welcome.

This funding was especially welcomed as the SEMMMS new relief road scheme is at a critical stage of development. Government is now considering the technical (traffic, design, environmental and economic) work submitted in July 2004 and the PFI Expression of interest. The approval for the continued development of the highway scheme will have a very significant effect on the SEMMMS finances for 2006/07. Approval, linked with the submitted scheme development programme, will require major progress to an expected planning submission in early 2007 (and public inquiry late 2007). The work will encompass consultation, highway design, economic and environmental appraisals, traffic assessments and legal processes. It is hoped that if the Scheme is approved that sufficient preparation costs will also be awarded to continue its progression.

# 3 South East Manchester Multi Modal Study Implementation Plan

## 3.5 Introduction

### Background

The aim of this annex to the LTP2 is to clarify the different aspects of the works related to the South East Manchester Multi Modal Strategy (SEMMMS), to explain the benefits that have been derived through the supplementary money that the government has provided through the scheme and to make the case for the continuation of this support separate from the LTP2.

The Government has provided funding to support the implementation of the SEMMMS recommendations as supplementary settlements made through the Local Transport Plan (LTP) process since 2002/03. This document provides a justification for the continued funding on a longer-term basis, the context and linkages of the works and a programme of implementation. The document was written jointly on behalf of the following authorities:

- Cheshire County Council (CCC);
- Derbyshire County Council (DCC);
- Greater Manchester Passenger Transport Authority/Executive (GMPTA/E);
- Manchester City Council (MCC);
- Stockport Metropolitan Borough Council (SMBC); and
- Tameside Metropolitan Borough Council (TMBC).

Details of the funding programme for 2006/7 can be found in Cheshire and Greater Manchester's LTP2's, and a more detailed explanation of the proposed schemes can be found in Chapter 7 of this document.

The New Deal for Trunk Roads in England reported on the review of the trunk roads in 1998. It recommended that the trunk road network, which is the responsibility of the Highways Agency, was greatly reduced and in the South East Manchester Area the A6 and A523 were recommended for detrunking.

This document then further recommended that the associated road schemes be withdrawn from the trunk road building programme. These were:

- A6M Stockport North South Bypass including the Stepping Hill Link
- A523 / A555 Poynton Bypass
- A555 MAELR Manchester Airport Eastern Link Road and MALRW Manchester Airport Link Road West.

### The South East Manchester Multi-Modal Study

The final relevant recommendation of the New Deal for Trunk Roads in England was that a multi modal study should be conducted in the South East Manchester area to consider the existing transport problems and develop a long term 20 year strategy for addressing them.

# South East Manchester Multi Modal Study Implementation Plan 3

This study was commissioned and managed by Government Office for the North West (GONW). GONW created a Steering Group that included the relevant local authorities and transport organisations and a wider reference group to reflect local interests. Consultants were then appointed to undertake the study, which commenced in January 2000 and was completed in September 2001 when a final report, including a recommended strategy, was published.

**Local Transport-related Problems Identified by SEMMMS**

The final report identified a number of transport-related problems in the study area, identified via a number of mechanisms including public consultation, traffic modelling, appraisal of existing policies and data from the census, desk top studies and site visits of the area:

i. Congestion both peak and non-peak hour across the area and its associated environmental and other impacts. Specific areas identified by the study included:-

- Hazel Grove
- Finney Lane in Heald Green
- Poynton crossroads
- Gatley
- A6 between Hazel Grove and Stockport.

ii. Congestion and a change in traffic patterns because of the building of the central section of the A555 and the A34 Wilmslow / Handforth bypass affecting Bramhall, Woodford and Poynton and the A538 through Prestbury Village.

iii. Journey times and traffic flow disbenefits along the A6 were growing.

iv. Accident clusters associated with areas of high congestion.

v. The polycentric nature of the Manchester Conurbation which has created a dispersed activity patterns for employment, leisure and access to facilities requiring dispersed orbital and radial trips to access these facilities. This is challenging to cater for by using public transport and uses an unsuitable road network. Traffic count data indicated that orbital flows have increased at a much faster rate than radial flows.

vi. The development of out of town retail sites including Handforth Dean, Cheadle Royal and the Trafford Centre.

vii. The M60 junctions have become nodes for car focused developments which are difficult to serve by public transport. The development pressures around the airport were also identified as an issue.

viii. The competition for road space on the M60 between local, conurbation wide and regional priorities as it is used to access developments and for inter and intra regional trips. The airports access routes face similar issues.

ix. The lack of a clear definition of the purpose and function of differing elements of the road and rail network.

x. An affluent and highly mobile population with aspirations for access to all the areas' facilities. This area is characterised by a high car ownership, long commuting distances and low public transport use. However, it was also natural that there are deprived communities

# 3 South East Manchester Multi Modal Study Implementation Plan

heavily reliant on public transport where access to and from these areas is becoming more difficult.

xi. The changing land use patterns have affected the balance of services and facilities within local centres.

xii. The reduction and centralisation in bus availability and the increasing congestion has impacted on the reliability of existing public transport.

xiii. Decline in provision of rail services and its quality.

xiv. Low levels of cycling within the areas and a high level of public concern over cycle safety because of congestion issues.

xv. Institutional problems including the intra authority competition for public and private resources and the interface of Greater Manchester / Cheshire and Derbyshire and the different functions of local authorities.

xvi. Environmental issues including air quality in the Town Centres.

**The South East Manchester Multi-Modal Strategy**

The strategy set out in chapter 7 of the SEMMMS final report (see Appendix 1 of this document) was strongly supported by both the study steering group and the associated public consultation on its proposals. The strategy was then accepted by the relevant local authorities, the Association of Greater Manchester Authorities (AGMA) and the North West Regional Assembly.

The strategy recommended that a successor group to the study steering group be formed composed principally of the constituent steering group members. The strategy recommended that this body should have the following roles:

i. monitoring the timely implementation of the strategy as spelt out in this document;

ii. monitoring and co-ordinating the implementation of the strategy to ensure

iii. ensuring that the strategy's full benefits are attained;

iv. monitoring the impact of related policy and development issues to ensure full compliance with the philosophy combined in the strategy;

v. communicating news of progress on the strategy's implementation by continuing the consultation and participation activity initiated by this study.

This group was created upon the completion of the strategy and is chaired by Mike Hayward from Government Office North West and meets regularly. The following are members of this group:

- Cheshire County Council
- Derbyshire County Council
- Freight Transport Association
- Greater Manchester Passenger Transport Authority/Executive
- Highways Agency
- Macclesfield Borough Council
- Manchester Airport
- Manchester City Council
- Network Rail

# South East Manchester Multi Modal Study Implementation Plan 3

- North West Regional Assembly
- Strategic Rail Authority
- Stagecoach Manchester
- Stockport Metropolitan Borough Council
- Tameside Metropolitan Borough Council

Unfortunately, whilst the majority of these members attend the steering group and participate in the implementation of the strategy, there has been less active commitment from the rail industry, although representatives from Network Rail have attended some meetings.

On March 21st 2002, in responding to the recommendations of the multi modal study John Spellar, then Minister for Transport welcomed the strategy as “an excellent example of how multi-modal transport solutions can be devised to address complex and deep seated transport problems”. He:

- confirmed as provisionally accepted the Alderley Edge Bypass and the SEMMMS QBC major scheme;
- indicated that the remitted, formerly national road schemes for the Stockport A6 bypass, the Poynton bypass and the Airport Western link extension should be taken forward by the local highway authorities as reduced level local major road schemes through the LTP;
- signalled an intention to fund minor works packages as early wins to begin to deliver SEMMMS objectives and address the time lag before major schemes could be brought on stream.

The Minister also allocated an extra £7.445 million for Greater Manchester and £1.5 million for Cheshire to spend in 2002/03 on minor schemes and improvements in the SEMMMS area to cover:

- bus and rail facilities;
- signing, management and maintenance of the road network to improve journey reliability;
- more facilities for cyclists and pedestrians;
- better management of freight;
- dealing with the backlog of maintenance;
- investment to support urban regeneration.

The result of this work is what the Minister saw as “a balanced strategy which will deal with congestion problems for motorists, but which does so by investing across all modes of transport and in a sustainable way”. Spread over 20 years the strategy identifies a £1 billion package of major improvements to the road, rail, Metrolink and bus network. These are complemented by a range of smaller scale local improvements that secure benefits for cyclists, pedestrians and public transport, contribute to the quality of life for residents and reduce peoples’ needs to travel by improving the environment and accessibility of local centres, thus helping to retain local services and facilities close to the user. Addressing the backlog of maintenance and implementing travel change initiatives are also fundamental to the successful delivery of the strategy.

# 3 South East Manchester Multi Modal Study Implementation Plan

The SEMMMS Authorities recognised that it would be helpful to produce a document following the format of a Local Transport Plan which would allow local people, stakeholders and central government to understand how the strategy will be implemented over the 20 year timescale. This document focuses on the period to 2010/11 as this is the timeframe for the for the majority of the smaller schemes and the proposed completion of some of the larger ones, e.g. SEMMMS QBC, Denton Interchange, the Alderly Edge bypass and the commencement of the SEMMMS new relief road (formerly the A6(M), Manchester Airport Eastern Link Road (MAELR), Manchester Airport Link Road West (MALRW) and Poynton bypass).

The South East Manchester Multi Modal Strategy Implementation Plan will:

- provide a background to the SEMMMS strategy;
- provide a clear identification of its objectives and targets;
- establish an overall strategic implementation plan to explore and identify the linkages to local, regional and national objectives and targets;
- identify the benefits and additionality of the schemes, and the funding requirements for the integrated transport elements including travel change, which will be needed to deliver the strategy;
- assess the impact on current programmes;
- outline the monitoring arrangements;
- identify the types and some of the long term schemes proposed within the area;
- demonstrate the links between the schemes and the strategy and the small and larger packages of measures contained within the overall strategy;
- identify packages of measures, their intended outcomes, outputs and targets;
- re-evaluate, confirm and amend proposed targets;
- evaluate the deliverability of the overall strategy in the present environment, e.g. limited rail investment in the area;
- explain why existing funding cannot deliver this strategy;
- explain the lost opportunity if funding is not provided;
- demonstrate the benefits of what has already been achieved.

## 3.6 SEMMMS Objectives

### The Core Objectives

The study recognised that detailed objectives needed to be developed for the strategy based upon the national policy objectives and those of the Cheshire, Derbyshire and Greater Manchester Local Transport Plans.

Specific local problems, issues and opportunities were identified by the Study Steering Group and the consultants' initial modelling, investigations and early consultation with the public and stakeholders.

The core objectives were defined as follows:

i. the promotion of environmentally sustainable economic growth;

ii. the promotion of urban regeneration;
iii. the improvement of amenity, safety and health;
iv. the enhancement of the Regional Centre, town centres and local and village centres and the Airport
v. the encouragement of the community and cultural life of the neighbourhoods, and the encouragement of social inclusion.

**Core objective I Environmentally Sustainable Economic Growth**

The sub objectives are:

**i.** ***promotion of economic growth by*:**

- setting targets relating to gross numbers of trips/mileage undertaken to areas of economic growth;
- applying mode split targets for economic growth areas;
- providing targets relating to goods vehicles – how many, timing (peaks/off-peak etc.), mode split:
- targeting trip length distributions to economic growth areas.

**ii.** ***improving competitiveness by improving:***

- Access to/from the region's motorway network for car and goods vehicles;
- Access to/from West Coast Main Line/inter-regional passenger services;
- The accessibility and range of rail freight facilities;
- The accessibility to the airport for passengers and freight.

**iii.** ***protection of the environment by reducing:***

- Emissions of greenhouse gases (global environment);
- The impact on the built environment – buildings, streetscape etc;
- The impact on the natural environment – protection of designated sites, water courses, visual impacts;
- Severance

**Core Objective II Promotion of Urban Regeneration**

The sub-objectives are:

**iv.** ***for principal regeneration areas outside of the Core Study Area to provide for (to an extent compatible with other objectives);***

- Accessibility by car
- Accessibility by Public Transport

**v.** ***for brownfield sites:***

- Accessibility by car

# 3 South East Manchester Multi Modal Study Implementation Plan

- Accessibility by public transport
- Accessibility by goods vehicles
- Accessibility by non-motorised modes

**vi.** ***and to set attainable targets for:***

- Employment density
- Parking standards
- Mode share
- The promotion and implementation of travel plans

**Core objective III: Improvement of amenity, safety and health**

The sub-objectives are:

**vii.** ***Amenity***

*To improve the amenity of the built environment*

- Pedestrian crossing facilities
- Lighting
- Footpath maintenance

*To improve the amenity of the natural environment:*

- Sustainable access to the natural environment

*And to achieve:*

- Efficient car parking/management of car;
- Satisfactory mode share to popular destinations.

**viii.** ***Safety***

*To minimise:*

- PIA/KSI accidents on the road
- Bus/rail accidents
- Crime experienced while travelling – on vehicles, at interchanges, as part of the access journey
- Crime experienced by pedestrians
- Cycle theft

*To improve:*

- Perceptions of security

*And to achieve*

- Specific objectives on pedestrians / cyclist s/ children accident levels (*cf* government targets)

**ix. *Health***

- To improve air quality
- To minimise noise below certain levels
- To promote use of transport modes which contribute to improved general health

**Core Objective IV: Enhancement of Regional Centre, town centres and local and village centres and the Airport**

The sub-objectives are:

**x. *Regional Centres***

- Improve public transport accessibility from the study area
- Improve public transport reliability and punctuality

**xi. *Town Centres***

- Improve public transport accessibility

- Reduce impact of traffic
- Improve public transport reliability and punctuality

**xii. *Local Centres***

- Improve public transport accessibility
- Provide for appropriate accessibility by car
- Reduce impact of traffic
- Improve cycle / walking accessibility

**xiii. *Village Centres***

- Improve public transport accessibility
- Minimise through traffic impact
- Provide for access to the Regional Centre
- Provide for access to Town Centre

**xiv. *Airport***

- Improve public transport accessibility
- Improve cycling/walking accessibility
- Set car trip targets
- Provide for road journey time reliability

# 3 South East Manchester Multi Modal Study Implementation Plan

**Core Objective V: Encouragement of community and cultural life of neighbourhood, and encouragement of social inclusion**

The sub-objectives are to improve:

**xv.** ***Accessibility to health facilities;***
**xvi.** ***Accessibility to educational facilities;***
**xvii.** ***Accessibility to retail facilities (comparison and convenience);***
**xviii.** ***Provision of accessible transport for;***

- The mobility impaired
- The elderly
- Parents accompanying children

**xix.** ***Walking/cycling facilities in residential areas;***
**xx.** ***Pedestrian crossing facilities in residential areas;***
**xxi.** ***Reduction in the impact of traffic on local communities;***
**xxii.** ***Minimise the impact of "rat-running".***

The study also noted that a number of factors need to be taken into account when applying these sub-objectives:

- That differences in lifestyle across the community need to be accounted for;
- That all modes should be included;
- That accessibility has different facets, including for different sections of the labour market and in considering furthering social inclusion (i.e. that it may be appropriate to weigh better accessibility for socially excluded sections of the community more strongly than for included sections).
- That numerically strong, but probably geographically disparate, elements of the workforce be explicitly accounted for – for example, the community / voluntary sector represents a significant sector of the work

## 3.7 Added Value and Finance

The SEMMMS Implementation Group which was formed by Government Office after the Government acceptance of the strategy has worked together enthusiastically with a few exceptions e.g. rail interests to implement the strategy as requested by the Minister.

The Local Transport Authorities, Cheshire, Derbyshire, Manchester, Stockport, Tameside and the GMPTA / PTE meet regularly to develop and implement the integrated transport package elements of the strategy. Individual project groups meet to develop specific schemes, for example the Denton Interchange – Highways Agency and Tameside; SEMMMS New Relief Road – Cheshire, Manchester and Stockport; and the SEMMMS QBC corridors – GMPTE, Manchester, Stockport, Tameside and Trafford – a neighbouring authority outside the SEMMMS area.

# South East Manchester Multi Modal Study Implementation Plan 3

The SEMMMS Strategy was developed for a 20-year timescale to deal with the existing and predicted transport problems within the area.

The Strategy recognised that the major elements e.g. Metrolink, new roads and rail links would take time to achieve and recommend that an integrated transport package including a travel change element be implemented in the short term to start to deal with existing problems.

The monitoring and targets programme has been created to track and identify improvements and problems in the area to ensure that the authorities remain on track to achieve the strategy's objectives.

The multi modal strategy identified a number of key areas for development including bus, road, Metrolink and rail.

***Bus***

The bus elements of the scheme are on track for delivery with the ongoing delivery of the SEMMMS major QBC project and the proposed local authority / PTE programmes for improvements of the non QBC corridors and community transport. The 'yellow bus' pilot project has also proved popular within the area. However, the major area for concern is the lack of revenue funding to enhance the bus services and this is an ongoing problem that needs to be addressed.

***Roads***

The Highways Agency has progressed the development of an improvement scheme at the Denton Interchange which is currently being assessed and Cheshire, Manchester and Stockport have developed the SEMMMS new relief road scheme and submitted an annexe E funding bid in July 2004. The SEMMMS new relief road scheme is at a critical stage of development. Government is now considering the technical (traffic, design, environmental and economic) work submitted in July 2004 and the PFI Expression of interest. The approval for the continued development of the highway scheme will have a very significant effect on the SEMMMS finances for 2006/07. Approval, linked with the submitted scheme development programme, will require major progress to an expected planning submission in early 2007 (and public inquiry late 2007). The work will encompass consultation, highway design, economic and environmental appraisals, traffic assessments and legal processes.

***Rail***

There has been little progress on implementing the rail improvements recommended for the area except for the odd scheme e.g. Stockport Station. It has proved difficult to engage the rail industry in a constructive dialogue and there is concern over how to achieve this element of the strategy. The local authorities and the GMPTE are commissioning a rail study to identify short term improvements to existing rail stations and to explore the possibility for new stations and park and ride sites. However, Central Government encouragement of the rail industry is required to help create the momentum to achieve this element of the strategy.

# 3 South East Manchester Multi Modal Study Implementation Plan

***Metrolink***

The GMPTE has commissioned the development and assessment of the schemes proposed in the strategy and will seek to bring forward proposals for funding if these studies demonstrate their value.

**Examples of Added Value as a Result of SEMMMS Investment:**

***Manchester Local Centres***

As part of the SEMMMS objectives of strengthening local centres and helping to reduce the need to travel, work has been undertaken on a number of district centres.

Long term priorities will be informed by the City's emerging Retail Strategy, Strategic Regeneration Framework documentation, the timing of environmental proposals funded through regional or EU regeneration budgets and through major QBC proposals as many of the retail centres lie on QBC routes. Where possible SEMMMS funding will be used to complement and integrate with other funding streams to enable the delivery of more integrated and holistic schemes.

A preliminary study has already led to a call for an upgrade to 15 neighbourhood parades in Wythenshawe and several in Burnage which are in decline and suffer vandalism. Subject to adequate funding levels an action programme to turn them round and ensure that they can continue to meet some of the local needs for goods and services has already begun. An investment package has been drawn together with funding secured from SEMMMS, ERDF and Manchester City Council's highway maintenance budget. To date five centres - Gladeside, Haybarn, Cornishway, Burnsall and Bowland – have benefited from over £850k of improvements. These improvements clearly meet SEMMMS objectives in terms of urban regeneration, the enhancement of local centres and improved access and security issues which would not have been possible through mainstream LTP.

Treatment works have included:

- Improved pavement and frontage areas;
- Level access to units to comply with DDA;
- Improved access through construction of parking bays and build outs on the highway;
- New and improved landscaping and tree planting measures;
- New and improved street lighting and CCTV through the Willow Park Housing Trust CCTV project;
- New street furniture – bins, seating, cycle racks;
- Relocation of bus stops and provision of shelters to provide more accessible transport;
- Relocation of telephone boxes where they have been identified by traders and residents as causing a nuisance; and
- Security improvements, such as gates to car parks, security shutters to shop fronts and anti ram-raiding bollards.

# South East Manchester Multi Modal Study Implementation Plan 3

Through improving the local retail centres it will enable those members of the community who do not have a car to access good quality local provision. Wythenshawe is characterised by a high percentage of lone parents who are predominantly women (up to 15.3% of Ward population) and local shopping facilities will remove the need to travel and provide safe community focal points. This is a key component of the SEMMMS programme.

Only Gladeside has been improved for any length of time. It was fully let before the commencement of the schemes reflecting its long term viability. However access and parking were poor and it was a crime hot spot - 38 crime incidents in 2000/01. Parking and access has been significantly improved and crime and anti social behaviour reduced – there were no reported crimes in 2004. The refurbishment has also helped to develop it as a service cluster with a new health centre and other community facilities close by. However, monitoring will take place at the other centres where it is hoped that similar benefits will accrue.

***Wythenshawe Signing Strategy***

Wythenshawe is situated in the south of the city of Manchester with an estimated population of 66,000 contained within five wards (Baguley, Brooklands, Northenden, Sharston and Woodhouse Park). The various communities within Wythenshawe are relatively isolated due to major lines of severance caused by the M56, M60 and the A560. Wythenshawe is an area of declining population, high unemployment and poor health when compared against the national average. Yet despite this, it has a high level of employment provision including Manchester Airport, Roundthorn Industrial Estate, Sharston Industrial Estate, Wythenshawe Hospital, Wythenshawe town centre and several business parks. Although this provision exists there are problems, both real and perceived, with linkages from the local residential areas, in terms of public transport, footways and cycle ways.

The recently completed Wythenshawe Strategic Regeneration Framework was established in order to create a vision to tackle the existing problems, identify the opportunities and take the area forward. In terms of this study, the report concluded that the highway network within Wythenshawe is confusing with very little good quality signage and the area suffers from a lack of a clearly defined road hierarchy. It was noted that local directional signage is sparse and inconsistent and furthermore local identity signage is virtually non-existent. Low levels of information mean that visitors find the area difficult to navigate whether on foot, by public transport, or by car. The current system fails to give people comfort or guide them to the wealth of attractions Wythenshawe has to offer, which is to the detriment of both the local economy and the people of Wythenshawe.

As such, the major objectives of this signage and identity strategy are to increase the ‘legibility’ of Wythenshawe, improve access to the key employment areas and destinations for both residents and visitors and promote a sense of place. Its aims are to link together the diverse parts of Wythenshawe with a flow of consistently designed information; to make attractions better known and easier to find and to encourage a shift towards more sustainable modes of transport in line with SEMMMS’s objectives.

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A further key objective of the study is to ensure that goods vehicles are directed along suitable routes to Roundthorn and Sharston Industrial Estates in order to ensure that schools and residential areas are bypassed wherever possible. Similarly, the study provides an opportunity to remove some Airport traffic and other commercial traffic from inappropriate areas of Wythenshawe. In addition, the project provides an opportunity to develop local identity signage to distinguish the different areas of Wythenshawe and to promote a sense of place.

The project is being funded through SEMMMS as the major partner, the Transport Thematic Partnership - part of the Manchester Partnership (LSP) - and Sustrans.

**Black Path, Wythenshawe**

The 'Black Path' is a local name for a long established footpath that starts at the Town Centre and goes to the airport. It uses a series of existing footpaths, desire lines and carriageway. The route length in total is approximately 1.6km with a spur to Culmere Park.

The route is very heavily trafficked by pedestrians and cyclists, as there is no alternative direct route to and from the town centre, schools and the airport. However it consists of piecemeal footpaths and desire lines which are often too narrow for the amount of traffic, and difficult for wheelchairs and pushchairs to navigate. There is a conflict between pedestrians and cyclists along parts of the route due to the inadequate width. It is poorly lit and is characterised by vandalism and dumping along parts, as well as overgrown vegetation.

There is a need for local residents to be able to access jobs at the airport, which is a 24/7 operation. Public transport to the airport is often not feasible for many shift workers and there is a need for better pedestrian and cycle routes to this important centre of employment. The airport has a Ground Travel Plan which positively promotes cycling as a means of getting to work, and Manchester City Council and the airport have constructed an Orbital Cycle Route which the proposed route will link to.

The aims and objectives of the Black Path project were informed by a major consultation exercise summarised in Chapter 8 Consultation. The project aims to construct a safe and sustainable transport link through encouraging walking and cycling to and from a range of destinations including the Town Centre the Airport and local facilities. Its key objectives are to:

- Increase journeys made by foot and cycle;
- Improve access for disabled people and parents with young children;
- Improve access to employment opportunities at the airport and the town centre;
- Improve access to transport interchanges at the town centre and the airport;
- Enhance the local environment and improve community safety through improved surfacing, lighting and removal of hazards;
- Establish better links to local facilities such as parks and schools;
- Improve local parks along the route;
- Improve health through promoting walking and cycling and 'active routes';
- Work with local schools along the route on sustainable travel plans; and
- Work with the local community and schools to install artwork and educational resources along the route.

# South East Manchester Multi Modal Study Implementation Plan 3

The project forms an important element of the delivery of the SEMMMS, which aims to reduce congestion, promote the use of public transport, cycling and walking to reduce car journeys, and assist the regeneration of urban areas. The project could not be supported through mainstream LTP resources and as a consequence adds additional value to SEMMMS that would otherwise not be achieved.

**School Travel Plans in Tameside**

SEMMMS funding has been used to develop and implement a range of measures at schools throughout the SEMMMS area of Tameside MBC with the aim of encouraging a switch away from the use of car to walking and cycling. Over the past two years nineteen primary schools and four secondary schools have agreed travel plans in the SEMMMS area. This comprises almost all schools in the area and work is in hand on implementing the measures included in the travel plans. Without SEMMMS funding, such rapid progress would not have been possible.

The school travel plans agreed with the schools contain a variety of measures including physical measures such as new and improved pedestrian facilities, extended 20 mph zones, parking restrictions, new footpaths and upgraded entrances.

Of equal importance however is the promotion of other measures to encourage walking and cycling and to improve safety in the vicinity of the schools and on the routes to the school. The extensive consultation work undertaken by the Council has produced a database showing modes of travel to school by route taken and a comprehensive statement of the problems and issues that parents and pupils face on their journey to school.

The information has been used to identify key walking routes to the schools which have then been enhanced to provide safer routes and marked through the use of Dinosaur feet so that children can follow the Dinosaur Trail. Leaflets have been produced and distributed in each school to promote the use of the walking routes and encourage safer access to the schools. Walking buses are now being developed that will operate along the defined walking routes.

A Pledge campaign has been launched at three of the schools to promote lower vehicle speeds in the vicinity of the schools. The scheme explains the benefits of lower speeds and encourages parents to sign a Pledge stating that they will only travel at 20 mph in the vicinity of the school. Stickers have been designed for pupils to place in their parents cars to encourage other drivers to slow down. The objective is to ensure that there are sufficient parents at each school signing the Pledge to ensure that the overall vehicle speeds on the roads will be reduced to safer levels.

The Council has worked closely over the past year with one primary school to develop a pioneering project to promote cycling to school by introducing cycle paths directly into the school grounds and providing secure cycle storage facilities. This is thought to be one of the first schemes of its kind in the country at a primary school and will be officially opened before the summer term ends. The project is a prime example of what can be achieved when the school and Council work in close partnership with a common goal.

As almost all schools in the SEMMMS area now have agreed travel plans the emphasis is on the implementation of the plans and establishing them as an integral part of the school ethos.

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## Stockport District Centres

SEMMMS funding is used in Stockport to improve the District Centres, to link integrated transport and regeneration initiatives in line with the SEMMMS strategy. There are 8 District Centres in the Borough; Cheadle, Hazel Grove, Romiley, Cheadle Hulme, Edgeley, Reddish, Bramhall and Marple. All of these district centres have seen SEMMMS funding used to either implement or design up to implementation stage, improvements to transport in the area. These include local safety schemes, investments in lighting and improvements to bus and rail interchange facilities. The transportation team work in partnership with the regeneration team to co-ordinate the use of SEMMMS monies with other sources of funding to be spent in these areas. Marple precinct has seen its visual appearance and accessibility for those with disabilities improve significantly because of the use of SEMMMS funding. A scheme in Edgeley district centre has recently been completed which will also improve the aesthetic appearance along with significant transport and safety benefits.

## Future Progress

The transport authorities have made good effective use of the funding so far to implement the strategy and look forward to continuing that process with the ongoing support of the SEMMMS Implementation Group and Central Government.

The funding provided to date has made a noticeable change in the area, but in order for these benefits to be realised, funding levels need to continue until the end of the second Local Transport Plan period. By this time, a number of the major schemes will have been completed and a further review of the strategy and its progress in meeting the agreed objectives will be needed.

The SEMMMS authorities will continue to report on progress on an annual basis in association and in a format compatible with that proposed for the Local Transport Plans.

## The relationship between LTP and SEMMMS

The 20 year plan proposed by SEMMMS and given ministerial approval in March 2002 identified short/medium term category measures to be taken forward through the local transport plan process. This document provided a unified implementation plan for SEMMMS measures and to continue the works instigated through the previous supplementary bid approvals. These works while noted in the previous LTP submissions have received no funding provision through the main LTP process. Funding has been received in the form of supplementary bids. The SEMMMS authorities are pleased to see that provision for funding has been identified until 2010/11.

The SEMMMS work included many of the authorities' own LTP aims, objectives and policy approaches in the study from the outset and on this basis alone, the proposals are wholly consistent with those of the authorities wider transportation approaches.

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### Finance and Local Priorities

The SEMMMS Study was reported on and approved by the Minister in 2002, in the middle of the current LTP period (2001/02 to 2005/06). As a result, none of the authorities have therefore made any provision for expenditure on SEMMMS works in the main LTP process. The Government has supported the programme to date through Supplementary Bids. It should be noted that the low settlement for SEMMMS for the period 2005/06 has negatively impacted upon the programme's ability to be delivered in this financial period further such funding changes would have a similar effect. The SEMMMS Final Report noted that 'for the most of the measures there are no extant proposals within existing LTPs'. Though wherever possible, the authorities do supplement the programmes with contributions to schemes from the private sector and through alternative grant and partnership monies.

The funding indicated in the settlement letter for the period 06/07 for SEMMMS will enable work to continue on the programme. As will the indicative future funding which will also allow more detailed planning for future years. See Appendix 2 for further details.

In monitoring terms there is also a desire for indicative future settlements being given to enable the planning of future monitoring work and work programs and to also to help set targets

The scale of the annual SEMMMS short / medium-term programme is significant. It lies beyond the scope of the authorities to undertake it within the current (and indicative) LTP funding. Any re-prioritisation of the planned five-year LTP programmes to accommodate the SEMMMS works would either (or both) distort the existing programmes or result in the failure to deliver on targeted outcomes. Currently all the authorities' available capital resources are fully committed on designated programmes in their budgets. Therefore the current and predicated funding allocations are very welcome.

This funding was especially welcomed as the SEMMMS new relief road scheme is at a critical stage of development. Government is now considering the technical (traffic, design, environmental and economic) work submitted in July 2004 and the PFI Expression of interest. The approval for the continued development of the highway scheme will have a very significant effect on the SEMMMS finances for 2006/07. Approval, linked with the submitted scheme development programme, will require major progress to an expected planning submission in early 2007 (and public inquiry late 2007). The work will encompass consultation, highway design, economic and environmental appraisals, traffic assessments and legal processes. It is hoped that if the Scheme is approved that sufficient preparation costs will also be awarded to continue its progression.

## 3.8 Update on Strategy

### Initial Relationship between the SEMMMS Objectives and National Targets

The SEMMMS studies recommended strategy was reviewed against the context of its contribution to the delivery of the Government's Ten Year Transport Plan. and its contribution to the delivery of the (then) DLTR's Public Service Agreement. The Ten Year Plan also highlighted further targets and indicators that had specific links to the SEMMMS strategy:

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- the development of the rail network and improving passenger satisfaction – short and medium-term;
- promotion of a study area cycle network and road space reallocation – contributing to increasing cycle use;
- reducing the number of people killed and seriously injured and specifically children' killed and seriously injured accidents;
- implementing Quality Bus Corridors (QBCs) – improving reliability, punctuality and increasing passenger satisfaction; and
- addressing the road maintenance backlog across the study area, thus maintaining a major infrastructure asset.

The Study's objectives (that remain key to the short / medium-term implementation programme) were embedded in those defined by the Government's Integrated Transport White Paper:

- protecting and enhancing the built and natural environment;
- improving safety for all travellers;
- contributing to an efficient economy ;and
- promoting integration of transport and land-use planning.

**The Relationship Between SEMMMS and Current Local and National Aims.**

While the SEMMMS strategy is now 4 years old it is still relevant to the visions that are at the heart of local and national transport planning. It is also a useful tool in the area, which attempts to improve the life style choices of the community reflecting the desires outlined in the Government White paper Choosing Health (2004).

The SEMMMS strategy by concentrating on improving the access of people in the SEMMMS area to a variety of transport modes has improved the opportunities for people in the area to make the choices about modes of travel. This contributes to the achievement of policy goals related to transport, health and air quality.

The government White paper 'The Future of Transport' set out policy for a coherent transport network with:

- the road network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel
- the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas
- bus services that are reliable, flexible, convenient and tailored to local needs
- walking and cycling made a real alternative for local trips

All of these areas are being addressed by the SEMMMS strategy in a way that is far more comprehensive and integrated that the authorities could achieve with LTP funding alone By working together as the SEMMMS group we are achieving more cross boundary working between the Manchester authorities and Cheshire and Derbyshire. The rapidity of improvements

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that has been allowed by the SEMMMS funding also means that the local communities can see the improvements more clearly taking place and allowing them to see how other transport forms could be realistically used for their journeys.

The SEMMMS strategy is consistent with the Greater Manchester Integrated Transport Strategy (ITS), which provides a 15 year vision for the conurbation. It assists with the achievement of the goals of the ITS as follows: For the large number of shorter trips of less than 2 kilometres the emphasis will be on promoting measures to increase the attractiveness of walking and cycling.

For longer trips, the appropriate public transport solution has been identified for each segment and corridor with heavy rail, light rail and bus all having an important role.

In areas of lower demand for public transport the focus is on continuing to develop our network of demand responsive services. so that people who do not have access to a car are still able to get to the facilities they need to reach on a day-to-day basis.

By seeking to prevent, through land use planning policy, the further dispersal of activities giving rise to significant numbers of trips, the aim is to reduce, over time, the proportion of trips for which public transport is not able to provide an attractive alternative.

The continuation of proactive network and demand management solutions designed to ensure maximum value is obtained from existing and proposed public transport investments.

There are also some limited circumstances where new road construction is required to relieve congestion and improve environmental quality in town centres or to support regeneration.

The Government White paper choosing Health strongly promoted the need for an increase in exercise in the population as a whole. Children feature in the paper as a group, who are suffering from increased weight gain. One of the ways identified to combat this was an increase in the number of children coming to school either on foot or by bicycle. As part of the SEMMMS strategy the authorities involved have been able to speed up the improvement to routes to school by fitting improved crossings and introducing safer routes to schools for both walking and cycling students where possible. The improvement in the ability to walk and cycle to access essential facilities has not be limited to just the schools in the SEMMMS area there are also been moves to reallocate road space to increase the ability for people to access local centres, medical facilities and other amenities by a mixture of transport methods including walking, cycling and public transport. As well as increasing the opportunities for increased fitness though travel choices this should also reduce congestion on the roads and so improve air quality that should reduce respiratory problems suffered by those in at risk groups.

The SEMMMS Strategy is consistent with the Key Priorities addressed in the LTP2 as agreed by the Local Government Association and Central Government:

- Air Quality
- Accessability

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- Road Safety
- Congestion

and in Greater Manchester:

- Maintenance.

## 3.9 Implementation Strategy

**Overview**

The main areas of activity for authorities in the next 5-6 years will be the development and implementation of the major and minor elements of the strategy and the implementation of some of the major schemes. This time will also be used to develop proposals for the Metrolink development through Stockport and the larger rail proposals.

This chapter will look at each of the key elements of the strategy and the types of proposals to implement it.

The Strategy recognised that a multi modal approach was needed to deliver the overall objectives identified by the study. The Strategy is based on a 20 year vision and it was understood that different elements of the Strategy would be undertaken at different times because of the varying lead in times, the availability of funding and the time needed to implement various elements of the project.

In general, the time scales can be considered as

| | |
|---|---|
| 2002 - 2005 | - Short term |
| 2005 - 2010 | - Medium term |
| 2011 - 2021 | - Long Term |

The ability to deliver the medium and long term schemes relies on the development of those schemes in the short to medium term and there will obviously be some movement between these time frames due to practical, technical and funding issues.

The integrated transport package and travel change elements will be a continuing theme throughout the process. Early wins are possible within the existing conditions but major changes (for example the New Relief Road Scheme, completion of the QBC package and the rail and Metrolink schemes) will all provide further opportunities for travel change and reallocation of road space to more sustainable modes.

As a General Guide:

Short term Measures 2002 – 2005 include

- Travel change – school and business travel plan improvements;
- Road Space Reallocation to more sustainable modes and improved traffic management;

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- Urban Regeneration of town, district and local Centres;
- Freight – improvements in signing and routing;
- Buses/QBC – commencement of implementation of schemes;
- Development of the Denton Interchange, Alderley Edge bypass;
- Development of proposals for the SEMMMS relief road scheme and Metrolink;
- Identification of realistic potential rail improvement in both the medium and long term due to the rail industry's limited commitment to implementing the strategy;
- Improvements in maintenance and safety of the network;
- Development of major schemes.

Medium term measures to 2006-2011 include:

- Travel Change initiatives
- Urban Regeneration of town, district and local Centres and employment areas.
- Freight – further improvements to support appropriate freight movements
- Buses/QBC – completion of major scheme development of area wide network improvement scheme
- Bus improvements to increase priority and accessible areas across the area.
- Implementation of the Denton Interchange Scheme, the Alderley Edge Bypass and commencement of SEMMMS New Relief Road.
- Continued Improvements in maintenance and safety of the existing network
- Implementation of improvements to rail stations and development of potential new park and ride sites or rail stations
- Continued road space reallocation and further development of pedestrian and cycle initiatives.
- Development of major schemes relating to rail, Metrolink etc.

Long Term measures beyond 2011 include

- Completion of SEMMMS New Relief Road
- New railway links e.g. Manchester Airport East and West Links
- Implementation of Metrolink to Marple and Manchester Airport
- Continuation of Travel Change Project
- Continuation of Road Space Reallocation
- Management of new road schemes.
- Urban Regeneration Programme

As can be seen from the above there are a number of key themes within the SEMMMS area which will need to be developed throughout the strategy period, for example:

- Use of Road Space – including safety, environmental and pedestrian/cycle initiatives
- Transport Change
- Freight
- Interchange
- Urban regeneration

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- Improvements on the maintenance and safety of the network
- Public Transport improvements e.g. SEMMMS QBC network, Metrolink to Stockport, Marple and Manchester Airport and rail.
- Implementation of local road schemes e.g. Alderley Edge bypass, Denton interchange and the SEMMMS new relief road.

**Use of Road Space**

The Strategy recognised that the reallocation of road space was an important component of the major road schemes but that in addition a number of schemes could be brought forward in the short to medium term to bring quicker, smaller scale benefits to the area.

These schemes include:

- Area wide traffic calming schemes and measures such as Home Zones. All the SEMMMS authorities are developing programmes to reduce the impact of traffic on residential areas and this will be an ongoing element of work. Many of these schemes are connected to the development of Quality Bus Corridors or areas around schools as well as those identified by community transport plans or audits.
- The development of a study-area-wide cycle network. The need for strategic and local route improvements has been recognised in order to provide on and off-road routes for inexperienced as well as experienced cyclists. Key routes across the area include the Marple to Stockport Multi User trail. These routes assist in improving cycle accessibility to town, district and local Centres and rail stations and also provide cycle facilities such as cycle parking at these destinations.
- Pedestrian improvements are being implemented across the area, focussing on key strategic routes to town, district and local centres and improvements within these centres. Improvements to pedestrian routes to schools, bus stops and railway stations are also being implemented across the area.
- Maintenance was recognised as a key issue during the consultation process. Funding has been used to improve roads and facilities across the area, to and within a specific focus, and wall to wall improvements in streets in local, district and town centres as well as on Quality Bus Corridors.
- The need to review signing particularly to assist the long distance movement of freight was recognised as an easy improvement to make and a pilot study has commenced in Stockport that if successful will be replicated across the area.
- The strategy also recommended that the authorities should review the study area's road hierarchy and if appropriate reclassify roads, remodel junctions layouts and adopt parking standards and maintenance priorities appropriate to their re-classification.
- The SEMMMS authorities are starting to develop route management strategies for some of the key routes within the area. Both these approaches are identifying issues and potential improvements to provide more sustainable uses of the existing network. Network audits of the principle roads within the area are identifying pedestrian, cycling, public transport and road safety improvements that can be made to the network. These results are also identifying "hot spots" for congestion etc., which can disrupt traffic flow and adversely affect the reliability of public transport.

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## Transport Change

Behavioural change is one of the key areas for delivery in the short to medium term and the SEMMMS authorities are investigating how best such change can be delivered. The preferred option which is being developed involves developing a mechanism to co-ordinate projects with staff based in each of the local authorities for implementation of the schemes ensuring that there is good co-ordination between infrastructure improvements and individual travel change projects. However, this requires continuity of funding. Key options for delivering this include:

- Development of travel plans. This has always been a priority for the SEMMMS authorities and there is a history of working with Primary Care Trusts, colleges, universities and the major employers in the area. Good practices and experiences are being shared amongst the authorities and these relationships are being continued to ensure that the benefits of travel plans are realised. All the Local Authorities have travel plans themselves and these are actively being promoted to ensure that the Local Authorities achieve their targets and can share their successes.
- Review of the UDPs' structure plans and the emerging Local Development Frameworks. This provides an opportunity to incorporate the SEMMMS strategy and philosophy into planning policy and to strengthen requirements for travel plans in new developments. The authorities will be promoting and encouraging the development of appropriate travel plans for all business across the area.
- The development of area-wide travel plans for industrial estates etc. This has also commenced, and issues regarding accessibility are being included in these plans.

Every school within the area will be encouraged and supported to develop travel plans and then supported in their implementation with both the promotional and educational support required. The development of travel plans is identifying requirements for infrastructure improvements e.g. safer routes to school, cycle routes etc. and the SEMMMS programmes reflect these requirements to ensure that the momentum is not lost.

Emphasising the importance of improving the viability of the city, town, district and local centres is an ongoing activity across the area. Regeneration programmes for town, district and local centres are being developed to improve the accessibility to centres by all modes and to encourage the use of public transport, walking and cycling modes to reach them. The improved environment and Streetscene within these centres encourages the retention and improvement of local facilities and this further strengthens the centres and their attraction for local people to visit them, reducing car usage.

## Freight

The Greater Manchester Freight Quality Partnership has been established and is providing a mechanism to identify issues across the area and Manchester, Tameside and Stockport are participating in this partnership. Early areas for improvement have included reducing bridge strikes and developing a freight map, which include the adjoining areas.

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The development of the road schemes will provide a significant benefit for freight as it will reduce congestion in the area, provide a better quality route to the M60 and M56 and provide improved area to many of the industrial estates within the area.

Opportunities to enhance rail freight movements are supported including the development rail freight facilities within Greater Manchester.

**Urban Regeneration**

Urban Regeneration is a key theme for the north-west and the work undertaken in this area supports the broader regeneration agenda to improve the economic prosperity of the area and the quality of life of its residents.

The Streetscape and liveability of an area help to create an atmosphere where people feel safe and secure and in transport terms able to cycle, walk and use public transport. The maintenance and improvement of local, district and town centres help ensure that local facilities are available to people without using a car and this benefits all those living in an area. These centres are key areas for employment and small businesses and an improved environment supports the economic regeneration.

Accessibility to local and district centres is being improved for all modes e.g. pedestrian, cycling, public transport and vehicles including freight and cars. Environmental improvements to the Streetscape improve safety and encourage the use of these centres.

Accessibility to the town centres is also being improved for the more sustainable modes e.g. pedestrian, cycling and public transport using both the SEMMMS QBC major scheme funding and the integrated transport elements of funding.

Accessibility improvements in industrial/commercial areas are also being made which is supporting the development of area wide travel plans.

Regeneration in residential areas can be assisted by developing community transport plans and school travel plans encouraging people to walk, cycle and use public transport to access local facilities. The development of Traffic Calming Schemes, 20mph and home zones all assist this process and improve road safety.

**Improvements to the Maintenance and Safety of the Network**

Maintenance of the Highway was identified as a key concern during the public consultation processes associated with the development of the study and programmes have been developed to meet this need concentrating on the road hierarchy as a priority but also developing Streetscape packages e.g. wall to wall improvements in specific locations e.g. local and district centres.

Street lighting improvements enhance the perception of security and encourage walking, cycling and the use of public transport and improve the liveability of an area.

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The SEMMMS work also relates to the work done by Greater Manchester in the form of its Greater Manchester Maintenance Strategy for LTP2.

The development of safer routes to school, 20 mph and home zones and traffic calming schemes will all improve safety as will the implementation of the SEMMMS New Relief Road which will reduce congestion on many roads in the network and therefore encourage the more sustainable modes of transport. The schemes developed to meet the strategy are the subject of safety audits and safety issues will be taken into account when prioritising schemes.

**Public Transport Improvements**

Public transport improvements both large and small scale, and short and long term, will help to encourage people to choose to use public transport and will also enhance the experience for existing users. Modal shift away from the car is essential if the expected growth in the conurbation is to be accommodated without increased congestion. This is the central theme of the Greater Manchester Integrated Transport Strategy.

**Interchange**

The strategy identified a number of interchange sites, including:

- Altrincham
- Manchester Airport
- Stockport
- Ashton-under-Lyne

Plans and schemes have been developed at all these sites to improve interchanges and also in the case of Altrincham major bid schemes have been submitted.

Interchange at other sites, e.g. rail stations was also recognised as an important issue and this is being addressed in the creation of station development zones which seek to improve accessibility by all modes to the existing rail stations.

**Light and Heavy Rail**

***LRT and urban metro proposals***

Besides supporting the existing proposal to extend Metrolink to Stockport via Didsbury, and supporting the improvement of orbital rail services such as Stockport – Altrincham, SEMMMS made some significant additional proposals for LRT and urban metro. These were:

- a cross Stockport Metrolink extension operating to Marple (Rose Hill) and to the Airport via Wythenshawe
- “urban metro” services on existing heavy rail lines to Manchester – the report was not specific about the technology to be used in providing this upgraded service, which envisaged a frequency of at least four trains per hour.

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GMPTE appointed consultants to carry out a critical review of SEMMMS study work on the rapid transit lines, covering both the proposed Metrolink and urban metro routes. The study concluded that of the two sections of the cross-Stockport route, Stockport - Marple Rose Hill looked to have the stronger case and that alternative routes for both sections of the cross-Stockport route should be further investigated.

The review also recommended that an early upgrade to the Manchester – Marple services could be achieved through operation of hybrid electro-diesel railcars (tram-trains). This would also permit extension of the service into the Regional Centre using the Metrolink power supply. Since the SEMMMS recommendations for urban metro cannot otherwise be achieved without substantial infrastructure capacity enhancement in Manchester city centre, the tram-train option looked particularly promising.

Therefore, because of the strong potential identified for tram-train on the lines to the city centre, and the need for substantial further work to identify an alignment for the cross-Stockport route, GMPTE gave priority to developing the case for operating "tram-trains" on the Manchester – Marple via Bredbury route. This line was selected in preference to the Glossop route because there is less interaction with heavy rail services.

An initial appraisal by consultants concluded that tram-train on the Marple line would be both beneficial and feasible, with improved signalling facilitating shared running between tram-trains and heavy rail services. Further work will be undertaken to identify what measures would deliver the optimum public transport solution for the corridor.

***Other rail measures***

The rail measures proposed in the SEMMMS strategy were developed in the expectation that extra capacity would be provided in the Manchester Hub. However, the SRA's 10 Year Plan, published after the SEMMMS strategy, does not include any schemes to improve capacity in this area, being focused on the south-east of England.

The essential need for more investment in the north west's rail network has been recognised as a top priority for stakeholders across the region. The North-West Rail Investment Campaign has brought together a group of regional partners (NWRA, NWDA, GMPTE, Merseytravel, NW CBI, NW Chambers of Commerce, Manchester Airport, NW Rail Passengers Committee and Cumbria, Lancashire and Cheshire county councils) in order to raise these issues.

Whilst acknowledging the need for investment in the south-east and intercity networks there is a concern that, with immense pressure on the SRA / DfT budget, priority for funding is being given to these schemes at the expense of schemes and initiatives in the north west. The campaign is therefore working to develop a robust case for investment founded on 'value for money' principles. Through this work it is intended to persuade the DfT and the Treasury of the importance of providing a decent service to passengers and investing in new and innovative solutions to the region's rail network problems, including the Manchester Hub, which is regarded as the region's top priority by both NWRA and NWDA. The Northern Way initiative has also

identified the Manchester Hub as a major constraint in the transport network and is seeking to work with the NWRIC to develop cost effective proposals that will contribute to the economic growth of the area.

***SEMMMS light and heavy rail proposals in the Integrated Transport Strategy***

The Greater Manchester Integrated Transport Strategy submitted to the DfT in April 2005 presents the overall transport strategy for the conurbation, including the SEMMMS area. The strategy embraces the rail proposals and, therefore, studies are now underway to develop more detailed schemes for implementation during the second LTP period, and beyond. These include small schemes such as the assessment of station facilities, appropriate minimum standards and up-grade programmes; as well as larger SEMMMS area rail schemes referred to above.

**Conclusion**

The major schemes contained within the strategy, for example SEMMMS QBC, the road schemes, rail and LRT schemes all work together to provide the balanced alternatives needed for the people of the area. The enhanced public transport choices have enabled the reduced road scheme option to be recommended and the integrated effect of all the above areas of work will ensure the success of the strategy. However, as the Strategy said all elements must be delivered over the period of the strategy for this approach to work.

## 3.10 Progress to Date

**Overview**

The Local Transport Plans at Cheshire and Greater Manchester have reported on progress in implementing the strategy as part of the Annual Progress Report for 2001/02,2003/04 and 2004/05. Manchester, Stockport, Tameside and the GMPTA also produced a supplementary submission in 2003 and Cheshire provided additional supporting evidence for their programme. A further detailed SEMMMS Implementation Plan was produced jointly by the SEMMMS authorities and submitted to the DfT in July 2004. An updated document was submitted with the provisional LTP2 by Cheshire and Manchester and this document has been revised to incorporate the information contained in the December 2005 funding letter.

The Authorities meet regularly to develop joint programmes and initiatives including the SEMMMS newspaper and travel change project, and learn from each other's programme development. Network and performance management systems are used to ensure planned programmes are targeted most effectively at the worst problems and at achieving the desired outputs and outcomes.

The following paragraphs illustrate by authority the type of schemes that have been developed as part of the first phase of implementing the SEMMMS strategy and those themes will be built on in future years.

# 3 South East Manchester Multi Modal Study Implementation Plan

Whilst Derbyshire has not received specific funding for implementing the SEMMMS strategy as yet, it is participating in the newspaper, development of the travel change project and the development of the route management strategy for the A6. They also regularly attend the Implementation Strategy group meetings.

**Progress 2002–2004**

***Cheshire County Council***

*Quality Bus Corridors and Public Transport*

In 2002/3, a £400,000 SEMMMS contribution was made towards funding improvements to the Macclesfield Bus and Railway stations. The Bus Station is now more centrally located and provides a high quality, safe and more easily accessible facility. CCTV cameras have also been installed as a further contribution to improved security. The Railway Station has seen an improved parking provision (44 additional spaces). Pedestrian access has also been improved with particular emphasis given to disabled persons access, which utilises ramps. Security and safety have been improved and there has been provision of upgraded lighting.

Work has been completed along the QBCs between Macclesfield to Handforth and Macclesfield to Poynton via Bollington.

Improved accessibility to the buses has been provided through the raised kerb and shelter provision. Three new low level entry buses were also purchased for use on the improved corridors and provide for better access for those with impaired mobility and the use of children's buggies. In addition a highway maintenance programme of carriageway reconstruction and resurfacing has provided an improved passage for public transport and all other modes of transport along these corridors. Monitoring has indicated a 10% increase in patronage along the Adlington to Poynton and Macclesfield to Poynton bus corridors after completion of these measures.

*Cycling*

The Middlewood Way cycle route was completed using SEMMMS money in 2002/3. It provides the major cycle link between Bollington and Macclesfield, but also supports community and school use.

*Highway Maintenance*

The first two phases of works on Styal Road were completed. This has included carriageway and footway resurfacing and street lighting upgrades, and has improved local access and the routes to the prison and the airport.

*Use of Road Space*

Initial development work was carried out on an improvement scheme in Handforth town centre. Consultation was ongoing with County and Borough Council Members, traders, residents, local businesses and other interested groups.

# South East Manchester Multi Modal Study Implementation Plan 3

A traffic calming scheme was completed in Pownall Park, Wilmslow. This project has reduced vehicle speeds, discouraged rat running through a housing estate and provides a safer route for pedestrians and cyclists.

The Prestbury village project has been much publicised and developed jointly with the community. The SEMMMS funding allocation was supported by funding from the Borough and Parish Councils. It improves the local environment and safety and provides a reduction in the impact of traffic on the village.

A footway along Adlington Road, Wilmslow, has been completed and supports safer walking.

Pedestrian crossings have been provided and upgraded. They have provided for a safer, more effective crossing for pedestrians, particularly along the school routes as part of SRTS.

*Safer Routes to School*

An extensive safer routes to schools programme was initiated in 2003/4. This included;

- Pedestrian and cycle improvements at Fulshaw Cross (Wilmslow), providing safer access to three schools.
- Provision of some cycle parking, a puffin crossing and other pedestrian improvements at Ashdene Primary on Knutsford Road, Wilmslow.
- Pedestrian improvements at Lacey Green Primary in Wilmslow.
- Pedestrian improvements at Clumber Road, Poynton, for Vernon Infants and Junior Schools.

In addition, a study carried out by Consultants has provided a report with recommendations for safer routes to school. This will provide guidance for the 2004/05 programme. The report also investigated ways in which schools could develop 'soft measures' to increase shared car trips.

***Greater Manchester Passenger Transport Authority 2002 - 2004***

SEMMMS funding of £0.968m in 2002/03 and £1.92m in 2003/04 allowed us to pilot the introduction of pilot yellow school buses. Many existing home to school bus services are operated using elderly low quality vehicles; which are crowded and suffer from vandalism and poor student behavior. The quality of the service deters many parents from sending their children to school by bus, electing to drive them instead. A further problem is that there is little co-ordination between home-to-school services and trips within the school day, which leads to the inefficient use of resources.

The pilot schemes use fully accessible high quality vehicles and also involve a package of measures including codes of conduct linked to pass allocation to specific seats (no pupils are allowed to stand),. The combination of high quality vehicles and engagement with parents, students and schools, is aimed at reducing anti-social behaviour as well as improved pupil attendance, punctuality and readiness to learn. Because of this, students are encouraged to use the bus, rather than travel by car. Also part of the schemes is pro-active liaison with schools and LEAs to improve vehicle utilisation through linking home to school trips with each other (through staggering school hours) and with LEA transport provision.

# 3 South East Manchester Multi Modal Study Implementation Plan

Three yellow school buses were introduced at Werneth and Harrytown schools in Brinnington, Stockport, in 2002/03 and another at Alder Community High School, Tameside in 2003/04. They have proved successful; in particular, ASB incidents at Werneth High School were reduced from thirty five in 2002 to five in 2003 and 2004. Market research shows a high approval level from students and parents, reflected in increased ridership. The schemes are therefore contributing to the objective of increasing travel by non-car modes.

SEMMMS also facilitated the assembly of a joint funding package with Manchester City Council of some £950k for the construction of a new bus/taxi only road through Wythenshawe Town Centre and a contribution to a study of Stockport town centre.

***Manchester City Council 2002 - 2004***

During the period 2002/04 Manchester was awarded a total of £5.207m for SEMMMS related minor works schemes. All funding has been apportioned in consultation with our SEMMMS partners either on individual schemes or more generally in conjunction with other complementary works to gain maximum benefit in the form of outputs and outcomes.

*Local and District Centres*

Development work has taken place on identifying key local and district centres and other major trip generators in order to draw together a strategy to improve their image, local accessibility and hence long term sustainability. Over the two year period the overall strategy development has been completed and work to two local centres was completed at Gladestone Parade and Haybarn Parade both in Wythenshawe. The strategy is explained in more detail in Chapter 3.

Together with the Greater Manchester Passenger Transport Authority SEMMMS also contributed some £950k to the newly refurbished Wythenshawe Forum in providing a new bus/taxi only road through Wythenshawe Town Centre as part of the £23m scheme which is currently being expanded with the “Forum Health”, a brand new extension focusing on local health needs due to open in early 2006.

*Casualty Reduction Schemes*

SEMMMS has supported casualty reduction schemes, particularly in association with local enhancements in the vicinity of schools and along Wilmslow Road through Rusholme High Street – a national pilot road safety scheme.

SEMMMS has also contributed towards reducing the impact of traffic generated by facilities within the area including industrial estates and Manchester Airport. Typical of this work are the two area wide traffic calming schemes introduced in Baguley and Benchill areas of Wythenshawe. Benchill and Baguley are two 20 mph zones which were introduced in addition to a mainstream pilot outside the SEMMMS area (Harpurhey) and led to a decision to prioritise 20mph zones around schools and concentrate casualty reduction at main road hotspots. In the short term this outcome would not have been achieved through main LTP funding. However at the same time it meets SEMMMS objectives of improving the amenity, safety and health of communities, promoting urban regeneration and encouraging community and cultural life of neighbourhoods, and the encouragement of social inclusion.

# South East Manchester Multi Modal Study Implementation Plan 3

*Travel Panning*

Travel planning and complementary improvements have taken place at six schools and colleges in the area over the two year period. Cycle stands were erected in 2 high schools and a further education college.

*Cycling*

New and improved cycle facilities meet the objective of SEMMMS. The Fallowfield Loop part of the Manchester Cycleway stretching from Chorlton in West Manchester through Fallowfield and Levenshulme to Gorton and East Manchester was opened during this period. Funded through a partnership of SEMMMS, Sustrans and developer contributions the first section was opened in 2002.

***Stockport Metropolitan Borough Council 2002 - 2004***

In 2002/3 Stockport received a SEMMMS allocation of £3.425m and in 2003/4 Stockport received a SEMMMS allocation of £5.212m. These monies were used in a variety of schemes including:

The preparation and commencement of major SEMMMS QBC such as improvements of bus stops and bus lanes along Brinnington Route and the commencement of the development of the road scheme.

A number of minor works schemes that were progressed through design and consultation stages in 02/03 and implementation started in 03/04. These schemes included a number of accessibility improvements in district centres, cycling and walking schemes in Edgeley, Adswood and Hazel Grove some of which will support the Intergrated Transport Corridors, and also the reallocation of roadspace to sustainable means. Improvements in accessibility to the rail and bus networks, including the study for the development of Cycle and pedestrian access improvements to Marple Rail Station and the establishment and implementation of community transport plans such as that in Adswood and Brinnington have also taken place.

Maintenance was highlighted as an issue in the SEMMMS study and so money was spent improving the highway and on targeted Streetscene improvements around schools, Local and District Centres and the Town Centre, improving lighting, providing dropped kerbs and maintaining footways and carriageways. An example of this would be the work done on the Adswood Road Gardner Lane junction in the Adswood centre to improve the carriageway and footway surface, parking provision and crossing points.to improve the carrageway od Road Gardner Lane junction in the Adswood centrearple Rail Station and The issue of maintenance was also targeted by improvements in the general maintenance of the network and other Streetscene initiatives for general minor regeneration works.

The 2003/4 period saw an expansion of the 20mph zone concept with further zones put in to place including zones at 5 primary schools. These where done along with the establishment and implementation of school travel plans within 12 primary schools such as High Lane Primary School.

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***Tameside Metropolitan Borough Council***

Tameside was awarded £1.34m for SEMMMS minor works in 2002/3. Funding was made available in two tranches for 2003/4. £1.225m was made available in the December 2002 settlement. A further £1.4m was released in October 2003, giving total resources of £2.625m for 2003/4.

These resources allowed the Council to accelerate its programme of 20mph zones and school frontage safety initiatives targeted at improving road safety on the way to school. New programmes were established and developed to start improving key pedestrian routes within the area and deliver street scene improvements at and around the Borough's centres. In particular, 20 mph zones were introduced around schools in Denton, street scene improvements in Denton, Hyde, Mottram and Broadbottom, and improvements to key pedestrian routes in Hyde and Denton. Heritage street lighting was provided in part of Denton town centre.

Street lighting improvements in residential areas were carried out helping to improve road and personal safety. The SEMMMS Strategy identified the need to address the backlog of maintenance required on roads and footways. Accordingly, a programme of footway and carriageway improvements was commenced.

In the second year of SEMMMS funding, the Council developed further new programmes targeted at delivering the SEMMMS strategy. Good progress was made in working with schools to develop school travel plans. During 2003/4 12 primary schools in the SEMMMS area completed agreed travel plans. These schools became eligible for the first round of capital grants from the DfES for on-site works in connection with delivering their travel plans. The implementation of on highway physical measures associated with the introduction of individual school travel plan strategies commenced at 4 schools in 2003/4 although the majority of the works were carried out in 2004/5. This work was planned to be co-ordinated where possible with other initiatives funded from both SEMMMS and mainstream programmes such as the 20 mph programme and school frontage safety and safer routes to school initiatives. Preparation of and consultation on a pilot school travel car sharing initiative was undertaken at 3 primary schools in the SEMMMS area ready for the launch in spring 2004.

Work started on developing cycle schemes at signal controlled junctions which will contribute to the delivery of the SEMMMS cycle network. In addition, a developer funded cycle lane, advanced stop lines and cycle parking were provided as part of a new retail development in Denton. Sites were established for two new automatic cycle counters in order to monitor cycling trends. A programme of improvements to bus stops on feeder routes to the A57 Manchester-Denton-Hyde Quality Bus Corridor, part of the SEMMMS Major QBC Scheme, commenced. A scheme for the upgrading of the taxi rank in Hyde to provide disabled access and an improved passenger waiting environment, together with cycle parking was developed. The taxi rank is adjacent to the bus station in Hyde and the works required co-ordination with the redesign and rebuild of the bus station by the GMPTE. A delay to the bus station scheme resulted in the commencement of work on the taxi rank being deferred to 2004/5.

# South East Manchester Multi Modal Study Implementation Plan 3

It is recognised that inappropriate speed plays a large part in many accidents. The Tameside 'Watchman' schemes that have been introduced are helping to reduce speeds in key areas. The pilot Watchman scheme in Longdendale delivered a one-third reduction in accidents in the zone protected by Watchman over the 30 months following the introduction of the scheme. The two cameras provided at Mottram Moor, which has a 30 mph speed limit, led to only 1% of recorded vehicles exceeding 35 mph. Prior to the scheme this figure was 10%. A pilot study shows that accidents in a zone protected by Watchman were reduced by 33 percent. SEMMMS funding allowed much of the preparatory works to be carried out for the introduction of a Watchman system in Hyde.

Tameside has received Home Zone Challenge funding for the introduction of a Home Zone at Ashton West End. The success of this bid prompted the Council to consider the potential for introducing such initiatives elsewhere in the Borough. Home Zone schemes are very expensive both in terms of the extent of consultation necessary and the works themselves. The availability of SEMMMS funding enabled the Council to develop a further scheme at the Baslow Road area, Haughton Green. Extensive consultation was carried out in 2003/4 with the works starting in 2004/5.

Other works in the SEMMMS area were funded from the mainstream LTP programme and the Council's own resources. These included improvements for pedestrians, safer routes to school works, street lighting improvements, structural maintenance of roads and bridges, provision of a new footbridge and completion of the PRN re-signing project. Improvements were also secured through the planning process and from the SEMMMS QBC major scheme.

Funded by the GMPTE's SEMMMS allocation, the yellow school bus project was expanded into Tameside in 2003/4 at Alder Community High School. The project involved providing a service to a new school that had replaced two existing schools, with the result that some children were travelling further. The service follows on from the Stockport pilot introduced in 2002/3 and has been designed to improve the quality of school services, address safety and security issues and help ease traffic congestion caused by the school run.

**Progress 2004-2005**

***Cheshire County Council***

Cheshire County Council's 2004/05 LTP Settlement granted a borrowing approval of £1.5m for SEMMMS project work.

*Quality Bus Corridors*

Improvement work continued along the Macclesfield/Wilmslow/Handforth QBC. As previously provided along the other QBCs accessibility to the buses has been improved through the raised kerb and shelter provision. In addition improved bus time information and bus stops were also provided.

*Highway Maintenance*

# 3 South East Manchester Multi Modal Study Implementation Plan

The programme of carriageway resurfacing was continued along the Macclesfield to Poynton QBC. Where appropriate the footways were also resurfaced using the existing natural stone, which provided for a safer passage for walking and a more attractive environment within this conservation area.

*Use of Road Space*

A highway improvement scheme was completed at Swan Street/Manchester Road junction Wilmslow. It provides for a safer, effective crossing through the junction for pedestrians entering the town from the station and local school.

The design and consultation for the proposed Handforth Town Centre Highway/Environmental Improvement School was completed.

Two pelican crossings were upgraded to puffin crossings in the Poynton area.

*Safer Routes to School*

Work has continued to improve safety along school routes and included the provision of a footway to Alderley Edge Girls School and improvements to the footway surfacing for the Gorsey Bank 'walking bus', Wilmslow.

*Major Road Development*

The joint authority design process continued during this period with environmental assessment, traffic modelling, planning application preparation, public consultation and detailed design.

*Travel Change*

A leaflet detailing safer walking through areas of speed management, principally in Wilmslow was developed.

Work continued jointly with the other SEMMMS partnering authorities to exchange ideas and provide consistency of approach.

***Greater Manchester Passenger Transport Authority***

GMPTA was awarded funding of £1.92m for 2004/05. Following the success of the Brinnington pilot yellow school bus scheme, which had become oversubscribed, an additional vehicle was introduced in September along with a new scheme at St Thomas More High School in Denton. In February, further schemes commenced at St Peters RC High School and Wright-Robinson Sports College, Manchester, and at St Annes RC High School in Stockport. A further £9,900 was used to fund the driver training, which is an essential element of the yellow bus package.

Work began on new bus passenger waiting facilities on the A6 in Stockport town centre. The glass and steel elliptical shaped shelter is fully enclosed and larger than an ordinary bus shelter, to cater for the high number of passengers at this location. The shelter will be fitted with CCTV, vandal proof seating, local information and timetable boards, litter bins and public telephones.

# South East Manchester Multi Modal Study Implementation Plan 3

Work also began on extending the Phase 2 Real Time Passenger Information contract (for QBCs funded through the Minor Works programme) to include work on the corridors covered by the SEMMMS major QBC scheme (which did not include the provision of RTPI). This involved: work at shelters in advance of highway works, work at signal installations as they are upgraded and installation of equipment in buses running along the routes.

A scheme was completed at the Palatine Road/Church Road junction, which was a source of delay to buses. It is at the intersection of two of the corridors included in the SEMMMS major QBC scheme (Corridor K - Manchester to Northenden and Airport Corridor G, service route 43). Work at this location was not, however, included in that scheme. The work involved signalising the junction and furnishing it with Selected Vehicle Detection equipment to ease movements to and from the Airport bus corridor.

On-board equipment was fitted to Wythenshawe Local Link vehicles to improve the operation of this Urban Bus Challenge funded scheme. The equipment comprised mobile data terminals so that call centre bookings can be sent straight to the driver and electronic ticket machines to improve monitoring. The improvements allow passengers to book much closer to their journey time and therefore make the service more attractive.

Trapeze booking and scheduling software has been provided to enable the community transport operator. Wythenshawe Mobile, to pilot computer scheduling. This will facilitate operational integration between Wythenshawe Mobile, GMPTA's Ring and Ride and the Wythenshawe Local Link demand responsive service allowing more trips to be made and offering a wider choice of destinations. The integration of Ring and Ride operations with those of other providers is central to the cost effective provision of Integrated Social Needs Transport, which was the subject of a GMPTA/E Best Value Review.

GMPTE also upgraded a number of non-QBC bus stops in Tameside and contributed to the SEMMMS-wide Transport Change study, aimed at further developing the proposals in the original study.

***Manchester City Council***

Manchester's SEMMMS minor works allocation for 2004/2005 was £3.495m Approximately £237k was been spent in preparation costs for the SEMMMS Major Road scheme aimed at improving access to Wythenshawe and the eastern section access to Manchester Airport.

*Urban Regeneration*

As part of the ongoing process of creating vibrant and long term sustainable centres within the SEMMMS area, three further local centres benefited from substantial investment in partnership with ERDF and City Council's highway maintenance funding. Each centre was subject to a complete upgrade of the surrounding environment to provide a safer and more attractive shopping destination. The long term benefits of centre improvements have been described more fully in Chapter 3.

Those treated were:

# 3 South East Manchester Multi Modal Study Implementation Plan

- Cornishway shopping parade in Woodhouse Park
- Bowland Road, Baguley; and
- Burnsall Walk, Woodhouse Park - substantially complete.

In addition SEMMMS minor work funding was used to support the QBC works on the A6 through Longsight district centre improving access and reducing the need to travel to alternative destinations.

Northmoor Road, the main distributor serving the highly successful Northmoor Home Zone area benefited from a joint funding initiative with the City Council's Housing Department through the introduction of a series of traffic management measures including a Puffin Crossing and associated traffic calming measures to underpin the increasing prosperity of the area reflected in rising house prices.

*Use of Road Space*

The Local Safety Scheme programme funded through SEMMMS included Mount Road, South Gorton a major link road between the A57 Hyde Road and A6 Stockport Road fronting two local schools where consultation and the design of a scheme including enhanced pedestrian crossings, traffic calming (with 20 mph speed limits in the vicinity of the schools) and junction improvements was undertaken with a view to physically implementing the scheme in 2005/06.

Three SEMMMMS related cycle schemes were undertaken during 2004/05. These were:

- The Manchester Cycleway, Stockport Branch Canal Link - introducing a cycleway and footway link on the disused Stockport Branch Canal,
- The Altrincham Road/M56 roundabout improved cycling links in the vicinity of the roundabout,
- The ongoing works to the airport's local hub network aimed at increasing the use of cycles as a mode of transport to/from and around the airport. Schemes completed included the Styal Road shared cycle pedestrian route and the signing of "Route 85" between Painswick Park and Wythenshawe Park.

A number of Traffic Management schemes were implemented in the area and included:

- School Lane, Didsbury passing a number of schools (traffic calming);
- Slade Lane, Levenshulme (substantial traffic management features and pedestrian crossings); and
- Upgraded pedestrian crossings on Hyde Road near to Debdale Park.

In partnership with the Wythenshawe Regeneration Team, a two year project has been designed to improve walking and cycling along the "Black Path", linking Manchester Airport with the Wythenshawe Town Centre, serving residents and employment centres as well as three schools. The schools in the area will be offered cycle training through a joint Neighbourhood Renewal Fund/ Manchester Airport scheme to improve road safety and to encourage more sustainable travel in the area. This scheme has been described more fully in Chapter 3.

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In the vicinity of the Sharston Industrial Estate, level pedestrian crossing facilities were introduced on the A560 Altrincham Road roundabout over the M60 replacing the existing subways which are currently being filled.

*Travel Plans*

With SEMMMS funding a new Manchester Travel Change Team has been set up to drive forward and enable travel change initiatives for schools, organisations, and businesses across Manchester and more especially in the SEMMMS area. The team leads on providing dedicated support for schools and businesses developing Travel Plans. As part of their work a "Safer Schools Task Force" has been formed. Chaired by the deputy Executive Member for Planning and Environment, the Task Force enables a coordinated approach to implementing school Travel Plans alongside a wide range of complementary road safety, health and environmental initiatives. Safer School Task Force members include the Travel Change Team, Education, Health, Environmental Campaigns, Police, Manchester's Road Safety Team and Engineering Services. One of the early remits of the group has been to establish a prioritised list of schools based on accident statistics, which lie mainly within the SEMMMS area.

As part of a previous programme of works several schools within the SEMMMS area were already introducing School Travel Plans/Safer Routes To Schools which were taken forward in conjunction with the Travel Change Team. For example engineering measures were implemented at Sandilands Infant and Junior School (Brooklands) and St. Paul's C.E. Primary (Withington). Other schools, such as Ladybarn Primary School, St. Peter's High School and Broad Oak Primary School worked in partnership with the Travel Change Team on the introduction of Safer Routes to School schemes with a view to implementing measures in 2005/06.

The accelerated introduction of School Travel Plans and Safer Routes to School projects within the SEMMMS area which meet many of the SEMMMS objectives in respect of safety and health and protecting the environment would not have been possible without this source of additional funding.

***Stockport Metropolitan Borough Council***

In 2004/5 Stockport received a SEMMMS allocation of £6.96m. This was used for a varity of schemes including;

- The continuing development and preparation work for the SEMMMS New Relief Road Scheme, including design, environmental assessment and public consultation and participation.
- Continued reallocation of roadspace: including work to improve the Middlewood Way – a valuable cycle pedestrian route through the Borough utilising a former railway track, work on the Council's network of identified key walking routes and implementation of cycle schemes on the Council's Strategic Cycle Network.
- Work started on the implementation of the Marple Multi-User Trail, which aims to deliver a safe route away from busy roads, linking Compstall, Marple / Rose Hill and Stockport Town Centre. It is intended that this will be an extensive facility for walkers, cyclists, disabled

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users and horse riders, and will integrate with other similar strategic routes, such as the Middlewood Way and the Trans Pennine Trail.

- Transport change schemes: A number of travel planning initiatives were progressed. The Council's Green Travel Co-ordinators are using SEMMMS funding to work with businesses in two specific areas of the Borough that have accessibility or congestion problems:
- On Bird Hall Lane, Adswood, the Council is working with local businesses to develop and establish a Transport Working Group based around businesses situated on Bird Hall Lane. Five core businesses are now involved and the aim is to work together to improve overall transport situation. This includes working towards an area wide travel plan for Bird Hall Lane. This work forms a cohesive approach to addressing the areas transport problems when taken in conjunction with another SEMMMS project – the Bird Hall Lane Pedestrian and Cycle Improvement Scheme.
- At Bredbury Industrial Estate – the Council is working closely with businesses on the estate and is currently involved in 3 separate travel plan developments. The ultimate aim is to, as above, produce an area wide travel plan. However, the Council is also heavily involved in the "Bredbury Triangle" where extensive car parking problems are were being experienced. A feasibility report on this "Triangle" was undertaken. A combination of infrastructure improvements and Green Travel plan implementation have complimented each other to reduce vehicle access problem in the area.
- In addition, Stockport is continually working to try to reduce the school travel burden on the road network. In 2004/5, it was important as a number of primary school closures are planned. SEMMMS funding has been utilised to ensure that travel patterns are understood, and that changes in those patterns as a result of the closures are dealt with in the best possible way. In addition, resources were dedicated to improving cycle facilities in schools across the Borough, improving school crossing patrol provision and the creation of better walking routes to schools.
- A number of urban regeneration schemes were also progressed in line with the SEMMMS strategy. The Council is continuing its programme of accessibility improvements to district and local centres, including improvements to pedestrian routes and crossings, street lighting, car parks, and access to stations.

***Tameside Metropolitan Borough Council***

Funding of £2.625m was provided for SEMMMS minor works in Tameside in 2004/5. Funding in 2004/5 was supplemented by slippage of resources brought forward from 2003/4. The programme of works implemented is summarised below.

- Transport Change: Works to implement on-highway measures associated with school travel plans agreed in 2003/4. Work with schools continued to develop further school travel plans with agreed plans being put in place at a further 11 schools during 2004/5. Initial consultation has taken place with 14 private sector companies with the aim of securing the delivery of workplace travel plans.
- Urban Regeneration: . A scheme for the upgrading of the taxi rank in Hyde to provide disabled access and an improved passenger waiting environment, together with cycle parking was implemented. The taxi rank is adjacent to the bus station in Hyde and the works required co-ordination with the redesign and rebuild of the bus station by the GMPTE

# South East Manchester Multi Modal Study Implementation Plan 3

that was completed in late 2004. A delay to the bus station scheme resulted in the commencement of work on the taxi rank being deferred from its originally programmed date of 2003/4. Improvement works at Clarendon Street commenced during 2004/5 and will be completed in 2005/6. These works will complement the rebuilding of the bus station and the taxi rank improvement.

- Two substantial new retail developments opened in Denton town centre during 2004. Environmental improvement works designed to assist the revitalisation and regeneration of the traditional shopping areas in the town centre started towards the end of 2004/5 and will be completed early in 2005/6. Further improvement works to the core of the town centre are planned over the next 2-3 years. Street scene improvements were also carried out in town and local centres.
- Bus: Bus stop improvement works continued on feeder routes to the Quality Bus Corridors. These provided an enhanced waiting environment and easier access to buses through the provision of raised kerbs. A total of 68 bus stops were improved during 2004/5, 27 in Haughton Green, Denton and 41 in Hyde.
- Use of Roadspace: A programme of cycle parking provision at town centres and other important trip attractors has been established. The locations for cycle parking at town centres in the SEMMMS area have been agreed with the Tameside Cycle Forum and disability groups. Stands have been purchased and were installed early in 2005/6. Facilities were improved at 8 signal controlled crossing locations in Denton and Hyde to provide enhanced access for disabled people. The programme of improving key pedestrian routes linking residential areas to town and local centres continued with works on 4 routes in Hyde and 3 in Denton. Following speed surveys further traffic calming features were introduced in existing 20mph zones schemes. These schemes are targeted at improving safety in the vicinity of schools. Expenditure was also incurred on equipment to further extend the successful Watchman system including variable message signs targeted at areas around schools. Consultation on the proposed home zone in the Baslow Road area of Haughton Green was carried out in 2003/4. Works commenced early in 2005 and were nearing completion by the end of March 2005. Expenditure of around £500K was incurred during 2004/5. SCOOT is being introduced at signal controlled facilities throughout Denton town centre, funded by a combination of Tameside's SEMMMS allocation and the PTA's SEMMMS QBC major scheme. The works started early in 2005 and were completed later that year. The scheme is expected to improve the efficiency of the road network in this congested location providing benefits for buses in particular.
- Footways, Carriageways and Street Lighting: Substantial funding was incurred on the continuation of works to address the maintenance backlog on local roads footways and carriageways. Street lighting improvements to improve road and personal safety and reduce crime and the fear of crime were carried out.

**2005/6 Programme**

***Cheshire County Council***

Cheshire County Council's 2005/06 LTP settlement granted a borrowing approval of £1.29m for SEMMMS project work.

*Highway Maintenance*

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With a reduction in the settlement the improvement work along the Handforth-Wilmslow-Macclesfield, Bollington-Poynton and A523, Poynton to Macclesfield Corridors could not be completed at this stage. Though there will be the opportunity to complete improvements in Disley as part of the highway improvement scheme.

Unfortunately, the reduced settlement meant that the extent of maintenance work proposed along Styal Road was reduced. However, the resurfacing work as programmed along the Macclesfield to Poynton Corridor did continue and a further phase of that work has been completed.

*Use of Road Space*

Following the successful completion of the works in Prestbury, similar improvements were commenced in Handforth, with safety, access and environmental measures. The scheme was developed in close consultation with the local community. The scheme started on site in January 2006 and should be completed in May 2006.

*Safer Routes to Schools*

The provision of Safer Routes to School projects continued to utilise the recommendations of the consultant's report from the school survey carried out in 2003. They provided for improved safety for parents and children travelling to school and formed an integral part of the school travel plans.

*Scheme Development*

The delivery of the major highway schemes recommended under SEMMMS is a key element of the Study's strategy. In conjunction with the Stockport and Manchester authorities considerable progress has been made, culminating in a joint-authority Annex E appraisal submission. The Minister's request that the highway authorities undertake development work on the package of major schemes recommended in SEMMMS has been acted on, with considerable liaison with the DfT. Along with the significant level of design and appraisal work carried out, consultation on proposals has been a major feature of the 2003/04 work. Clearly the success of the Annex E submission will determine the future progress of work on the schemes, but the authorities are working to the delivery of the schemes in accordance with that considered in the SEMMMS recommendations. This would include the submission of a planning application in 2007 and significant support will be necessary. In addition an expression of interest for PFI has been prepared. The Council intends to take forward the development of the other major highway scheme identified in SEMMMS – improvements to the A523 between Poynton and Macclesfield.

***Manchester City Council***

Manchester's SEMMMS minor works allocation for 2005/2006 was £1.581m. This was against a bid of £3.495m. Out of this £162k was allocated to bring forward the SEMMMS Major Road scheme.

A summary of the approved programme is described below:

# South East Manchester Multi Modal Study Implementation Plan 3

*Urban Regeneration, £455,000*

- Ongoing improvement work continued to secure the long term viability of neighbourhood centres. Several have been identified but with reduced funding for 2005/06, works was limited to Northenden and Longsight with a total allocation of £100k. Works to Longsight supported the second phase improvements of the joint PTE/SEMMMS initiative to support the A6 Stockport QBC corridor through the centre.

*Buses*

- £136k was allocated to support bus measures in the Chorlton area following the completion of the Chorlton District Centre QBC scheme to mitigate against potential rat running.

*Use of Road Space £353,000*

- Work continued to finalise the implementation of the Mount Road Safety Scheme highlighted in the 2004/05 programme.
- The next phase of the Black Path was rolled out as part of the Wythenshawe Open Spaces Strategy, which aims to improve walking and cycling facilities to residential local and employment areas.
- Cycling facilities were further improved in Wythenshawe and Mersey Valley, as part of the city wide cycling strategy. Improvements to cycle links within the airport continued as described in the 2004/05 progress report.
- The first phase of the Wythenshawe Signing Strategy (£75k) was implemented, which consisted of enhanced advance direction signing for vehicles and other users such as pedestrians and cyclists.

*School Travel Plans and Behavioural Change £325,000*

- The planned roll out of School Travel Plans across the SEMMMS area continued in 2005/06. To date seven schools have reached “Stage 2” level with data on each collected for analysis and a further 18 schools were identified for the introduction of engineering measures during the year.

***Stockport Metropolitan Borough Council***

Funding of £3.14 million was made available to Stockport borough council SEMMMS measures in 2005/6. The funding was used to implement the following types of schemes:

*Travel Change*

- Work continued on the development of school travel plans with schemes to encourage cycling and walking as modes of travel to school this included the WOW (Walk Once a Week) and walk to school week promotional activities as well as the setting up or reinvigoration of park and stride schemes where possible supported by the improvement of cycling infrastructure supported by the improvement of cycleing infastructure . The

# 3 South East Manchester Multi Modal Study Implementation Plan

council's also continued to improve the safety of children around the school site, planning for the investigation and implementation of 20mph zones where necessary.

- Work on other travel plans area wide continued with planned pedestrian and cycle improvements in the Bird Hall Lane employment area and work continued on the Cheshire Sports travel plan to reduce the congestive effects of events at the Edgeley Park Stadium.

*Urban Regeneration*

- Accessibility has been a key target for improvement in Stockport and work continued to be implemented during this period with work being completed on Edgeley District Centre and phases 1 and 2 of the improvements to the Market area of the town centre also being carried out. The continued monitoring and investigation of the needs of the other larger local centres also took place.

*Road*

- Work on the development of the road scheme continued in order to ensure the ability to act swiftly when the results of the Annex E submission comes through. This included work on the consultation tender for the road scheme, preparatory work for the planning application, the continued refinement of designs for the scheme in relation to the findings of the ecological study and consultation and geological survey and updating modeling information.

*Bus*

- The development of Integrated Transport Corridors to complement the work programmed for the SEMMMS QBC major schemes continued with improvements to the Reddish and Urmston Integrated Transport Corridors (ITC) corridors programmed for implementation.

*Rail*

- Work in and around the rail development zones also continued in this period with plans over the SEMMMS programme to improve conditions for walking, cycling, parking and public transport interchange conditions in the SEMMMS area. One such scheme in Stockport was the improved access to Marple Station via Marple Memorial Park.

*Roadspace reallocation*

- The program of roadspace reallocation continued with schemes identified by network audit to improve safety and with the planning and implementation of pedestrian and cycle infrastructure on principle routes in the network.
- Work on the signing strategy continued as well as the implementation of directional signs in and around local centers.
- The development of cycle routes including the expantion of local networks continued along with the development of the Marple – Stockport Multi User Trail and the improvements to drainage and surfacing taking place on the Middlewood Way between Stockport and Macclesfield.

*Maintenance*

# South East Manchester Multi Modal Study Implementation Plan 3

- Maintenance of the highway and structures remained key to the delivery program with funding targeted at carriageways and footways including the urban public rights of way,
- Stockport continued to work with the other SEMMMS authorities to develop joint programmes including the travel change programme, joint information e.g. the annual SEMMMS Newspaper and a rigorous monitoring programme to ensure that the schemes are helping to achieve the SEMMMS targets and objectives.

***Tameside Metropolitan Borough Council***

Funding of £1.188M was made available to Tameside for 2005/6 for the continued implementation of the SEMMMS strategy. This amounted to a 55 percent reduction in the available resources compared with the two previous years. The scale of the reduction in funding created serious difficulties for Tameside in delivering the strategy set out in this document. In particular, it was not be possible to implement all the planned measures agreed in school travel plans, or make the progress in introducing 20 MPH zones and measures to assist town centre regeneration, pedestrians, cyclists and people with a disability that was required in order to achieve the strategy outcomes desired. Spending on capital maintenance was severely curtailed and the maintenance backlog increased.

The programme of works which was planned for the period is summarised below

- Transport Change: Work continued with schools to introduce new school travel plans and to implement the measures identified in school travel plans agreed in 2004/5. As stated above however, the number of measures introduced was lower than planned because of the reduced funding made available. Follow up the discussions were held with 14 companies in 2004/5 to agree workplace travel plans.
- Urban Regeneration: Works in Denton town centre to improve the traditional shopping core and complement private sector retail development started in 2004/5 and were completed in 2005/6. Street scene improvements were carried out in town and local centres.
- Bus: Bus stop improvement works continued on feeder routes to the Quality Bus Corridors. These provided an enhanced waiting environment and easier access to buses through the provision of dropped kerbs.
- Footways, carriageways and street lighting. This area of work was particularly hit by the reduced funding. In order to maintain something approaching a meaningful programme in other work areas the spend in 2005/6 on these essential works was at a level less than 25 percent of the 2004/5 expenditure.

***Greater Manchester Passenger Transport Authority***

Funding of £0.868m was allocated to GMPTA, and the programme for 2005/06 comprised of:

*Demand Responsive Transport Schemes (£75,000)*

- A number of measures to improve accessibility :
- A replacement accessible MPV was acquired for the Broadbottom/Mottram/Stalybridge shared taxi service, which carries 13,250 passengers p.a. (the original vehicle had covered

# 3 South East Manchester Multi Modal Study Implementation Plan

over 250,000 miles. By using SEMMMS funding to purchase a vehicle, tender prices for the service will be reduced and more efficient use made of revenue funding).

- The provision ofadditional on or off-vehicle ticketing, software and communications equipment facilitated the expansion of the Trapeze experiment within Manchester/ Wythenshawe Integration Projects, including any further expansion of the DRT Call Centre and its associated Mobisoft equipment including internet booking. The equipment provided comprises of workstations, telephones, vehicle units, software and hardware
- The conversion of Point 2 Point Community Transport and Local Link depot premises, Hattersleyprovided facilities for a community transport provider to enable them to provide services in areas of low demand. It involved the conversion of existing office to create MIDAS driver training room, the creation of new office at mezzanine level and provision of associated equipment

*Yellow School Buses ( £460,000)*

- Two buses were provided for Cedar Mount High School, Gorton, Manchester, at a cost of £280,000. They replaced existing school bus services where there have been regular and serious incidents of anti-social behaviour, including a fire on a bus. Due to ASB the operator had threatened to withdraw the service, which would result in a walk of 1 mile to the nearest main road, a 2 bus journey and transfer the problem to ordinary service buses, involving a journey via the centre of Manchester, possibly resulting in non-attendance by a minority of students. A further bus was introduced at Longdendale High School, where there have also been serious incidents of anti-social behaviour on the existing school bus service. Parents were concerned about the safety of their children due to the ASB and had or were threatening to remove their children from the service and take them in the car. The cost of £180,000 includes £40,000 to improve the existing bus terminus at the school.

*Rail measures* (£138,000)

- This focused on station improvements. In advance of the outcome of the rail study referred to earlier, a number of 'quick win' schemes, consistent with GMPTE's Rail plan, were pursued. These were focused on safety and security at stations (in accordance with GMPTE's Safety and Security Best Value Review), accessibility (in accordance with GMPTE's Best Value Review of Accessibility and the requirements of the Disability Discrimination Act) and information

*Real Time Passenger Information (£110,000)*

- This provided match funding for the ERDF funded ITIS project, to develop a pilot project integrating GMPTE's Journey Planner, Real Time Passenger Information and SMS messaging systems with information systems at Manchester Airport. The aim is for air travellers to receive real time travel information for their onward journey to key destinations via their mobile phones. They would input flight details before leaving home and receive the messages automatically on arrival. The funding was used to pay for hardware such as display screens and on-bus equipment.

*Information at Interchanges (£65,000)*

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- This was for accelerated provision of information at interchanges in the area, in line with GMPTE's Interchange strategy.

**Joint Initiatives**

***SEMMMS Consultation and Information Strategy***

Following on from the successful consultation newsletters distributed throughout the SEMMMS area during the study period, the partner authorities have continued to produce annual newspapers updating the public on progress with the SEMMMS strategy. The latest of these – SEMMMS 6 – will be produced in Spring 2006.

**Major Scheme Progress**

***Quality Bus Corridors***

*2002/3 & 2003/04*

- The scheme, to implement QBC treatments on 12 corridors, including routes serving the airport, was fully accepted in July 2003. Work in 2002/03 and 2003/04 focused on project planning and detailed scheme development along with a small number of specific schemes in Manchester and Stockport. The development of schemes to implementation stage took longer than had originally been anticipated and a revised spend profile, with a project end date of March 2008 was agreed with DfT in June 2004.

*2004/05*

In 2004/05 we progressed the following specific schemes:

*Manchester*

- The final elements of the £2M Rusholme safety and regeneration scheme jointly funded by contributions from the DfT, the City Council, ERDF and the QBC budget (£398k in 2003/04) were completed.
- Construction work started on the Chorlton District Centre scheme involving the provision of improved pedestrian crossing facilities, short stay parking servicing laybys, sections of bus lane, upgrading of bus stops, improved cycle facilities and ocal traffic management measures.
- The Parrs Wood scheme began in March 2005 and involves the signalisation of a junction, providing a peak period bus lane, increasing the capacity of bus facilities at the Parrs Wood Entertainment Centre to reduce queuing back onto the A34, and providing a pedestrian phase at signals. At nearby Kingsway/Mosely Road/Birchfields Road a bus lane is being extended, parking bays provided to stop parked cars from blocking bus stops and a signalised pedestrian crossing provided.
- Didsbury Village A "Problems and Issues" consultation in Didsbury Village was undertaken and a package of potential modifications is now being developed.
- A scheme to rationalise the operation of the Hyde Road/Mount Road/Kirkmans Hulme Lane junctions has been designed.

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*Stockport*

- The Bridgefield Street scheme was substantially completed just before Christmas 2004 and has successfully addressed the following problems: traffic congestion around car parks; delays to the bus services; poor access for all vehicles, pedestrians and those with disabilities and the run down and unattractive appearance of the area.
- Proposals to create a dedicated route for buses only through the southern side of the busy Portwood roundabout are continuing to be developed.
- Work started in January 2005 to introduce a length of bus lane on Lancashire Hill , upgrade the bus stops and the footway build-outs to a signal controlled pedestrian and horse crossing facility.
- Following consultation, work began on three sections of Reddish Road including a review of the Traffic Regulation Orders, introduction of loading bays, alteration to the signals and crossings.
- Junction improvements in Shaw Health (Greek Street to Lowfield Road) have been completed, but the scope of the remaining works has been revised and they will be completed in 2005/06.

*Tameside*

- Development work is continuing on the A57 Manchester Road North and South between the Seymour Street and Oldham Street junctions. However, work began on upgrading and improved linking of traffic signal installations on Hyde Road between Crown Point and the M60/M67 junction and on the Denton sections of Ashton Road and Stockport Road.

*Trafford*

- A phase 1 public consultation exercise started in Stretford District Centre at the end of March 2005.

***General***

- A programme of bus stop improvements across the whole SEMMMS network is underway.

*2005/06 programme & future years*

The schemes featured in each district's programme for the funding allocation of £5M are:

- ***Manchester:*** Schemes at Chorlton District Centre and Barlow Moor Road/Mauldeth Road/Hardy Lane will be completed, along with those at Parrs Wood and Kingsway/Moseley Road/Birchfields Road. A small scheme will be completed on Oxford Road and bus stops improved on Reddish Lane. A start will be made on the Hyde Road/Mount Road/Kirkmanshulme Lane junction modification, the Didsbury Village scheme, and a section of Birchfields Road. Development work will be undertaken for the Manchester to Northenden corridor, primarily in the vicinity of the Higher Education Precinct.
- ***Stockport:*** The Lancashire Hill and Shaw Heath schemes will both be completed and those along Reddish Road and Gorton Road will be substantially complete. A bus link road

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through Portwood Roundabout is planned to start early in 2006, following consultation. Phase 1 consultations will take place on the Stockport sections of the Stockport to Urmston and Stockport to Hyde Corridors and development studies will be undertaken for the Travis Brow/M60 junction and the A560 through Bredbury and Woodley with a view to identifying potential schemes for the 2006/07 programme.

- ***Tameside:*** The Denton SCOOT works will be completed. Consultation will take place on the A57 Manchester Road scheme proposals and detailed design with a view to a construction start early in 2006/07. A Hyde Town Centre Study has been commissioned to inform the development of schemes in the 2006/07 programme.
- ***Trafford:*** Consultation, detailed design and contract preparation will be undertaken for Stretford District Centre (the junction of the A56 "Topslice" Corridor and the East-West Stockport to Urmston SEMMMS corridor). There will also be a development study for the Kingsway to Urmston Lane section in Stretford to inform the 2006/07 programme.
- The bus stop improvement programme across the whole SEMMMS network will continue

### *Alderley Edge Bypass*

- Cheshire County Council is pursuing work on the Alderley Edge and Nether Alderley Bypass. Although a part of the SEMMMS recommended strategy, it is at a more advanced stage of progress that the other SEMMMS major road schemes, already having funding approval in principal from the DfT. The scheme was granted planning approval in 2003 and detailed work on several aspects has been progressed.

### *Denton Interchange*

- The SEMMMS report acknowledges that the M60/M67/A57 Denton Interchange is, and is forecast to remain, one of the most congested locations in the SEMMMS area. A remodelling of the junction forms part of the strategy and the Highways Agency is currently developing a proposal with regard to this. This approach is endorsed by the North West Regional Assembly.

### *SEMMMS New Relief Road Scheme*

- The genesis of SEMMMS was the withdrawal of the A6(M) Stockport North/South bypass, the Poynton bypass and the Manchester Airport Eastern Link Road from the national strategic roads programme as part of the 1998 trunk road review. SEMMMS recommended that these roads now be constructed as two-lane dual carriageways with largely at-grade junctions, rather than as motorways, as previously proposed. Development work is currently being carried out on this project at the Minister's request, and lies outside the partner authorities' LTP settlement. Detailed discussions are ongoing with the Department for Transport on the technical progress of work and a range of financial issues.
- The protected corridors for the new roads run principally through Stockport Borough, though parts enter both Manchester City Council and Cheshire County Council's areas. Hence, the SEMMMS New Relief Road Scheme, as it is now called, is being progressed jointly by the three authorities, with Stockport as lead authority.
- The scheme has been being developed by the three partner authorities (Stockport Metropolitan Borough Council, Cheshire County Council and Manchester City Council)

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since the publication of the approval of the SEMMMS strategy by government in March 2002. Work undertaken to date is summarised in the following table:

| | |
|---|---|
| Scheme design | • The three authorities have led on the design of route and junction options as follows:<br>• Bredbury to Bramhall: Stockport<br>• Wilmslow Road to Manchester Airport: Manchester/Cheshire<br>• Poynton bypass: Cheshire<br><br>Two options were taken to public consultation in 2003/4 at most of the junctions on the route, and for the routes of the Poynton Bypass and the section linking to the airport.<br><br>Detailed design is in progress following completion of the 2003/4 consultation in preparation for a further stage of consultation in early 2005. |
| Environmental Assessment | Stages 1 and 2 completed. Stage 3 is in progress. |
| Public consultation | A major public consultation was undertaken between October 2003 and January 2004 in order to seek public opinion on a number of issues regarding the road, and also to raise public awareness of the scheme. Feedback is being supplied to the public via a dedicated website, and through the SEMMMS newspaper<br><br>A further stage of public consultation is being progressed. |
| Traffic Modelling | Extensive traffic modelling has been undertaken, as well as surveys of rights of way usage on those rights of way which cross the route. The results of this informed design of junction options, and public consultation. Modelling is ongoing as the scheme progresses. Updated information on Traffic Modeling was submitted in July 2005. |
| GOMMMS Assessment | Consultants were appointed and have undertaken a comprehensive assessment of the scheme against Guidance on Methods of Multi Modal Studies (GOMMMS) guidance. |
| Annex E submission | Following meetings with DfT officials, an Annex E submission, setting out the authorities' state of readiness to proceed, was submitted in July 2004. |
| Land issues | The partner authorities contacted landowners whose land may be directly affected by the scheme prior to the 2003/4 consultation. Officers continue to meet with landowners on a regular basis. |
| Complementary Measures | Faber Maunsell was appointed to assess complementary measures which might be undertaken on the existing highway network within the SEMMMS area in conjunction with the building of the SEMMMS New Relief Road Scheme. This work includes: |

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| | |
|---|---|
| | • 1. Reallocation of roadspace on relieved roads<br>• 2. Measures to mitigate any "rat runs" that may arise as a result of changing traffic patterns following the opening of the new road.<br>• 3. Measures designed to alleviate congestion at locations where traffic may increase as a result of the construction of the new road. |
| PFI Preparation | An expression of interest for the SEMMMS New Relief Road Transport Public Private Partnership was submitted in July 2005 with an addendum supplying additional information in September 2005. |
| Regional Prioritisation process. | The SEMMMS New Relief Road Scheme was recognised as a priority by the Greater Manchester and Regional Prioritisation Process in Autumn/Winter of 2005/6. The Regional Prioritisation Process recommended that some advanced funding be made available to the scheme to allow preparation work to commence before the PFI agreement was completed. |

Some of the SEMMMS funding allocated to date has been used to support the development of the SEMMMS New Relief Road Scheme. It is anticipated that this will continue whilst the scheme development continues.

A number of meetings have been held with Department for Transport officials to explore this issue and a preparatory cost bid will be made at the appropriate time in accordance with the revised guidelines.

Department for Transport officials requested details of the preparation costs issues as a separate complimentary document to be provided with the Annex E submission in July 2004.

However, the three Local Authorities involved in the SEMMMS New Relief Road Scheme all support the SEMMMS strategy and are directing their own resources to its implementation. These are, however, totally insufficient for the size and scale of the road scheme which clearly only forms one element of the overall strategy that they are implementing.

The three local authorities requested by the Department to develop the road scheme are greatly concerned about the development costs of this significantly large, former Highways Agency, scheme. The authorities emphasise the need for assistance.

## 3.11 2006/7 Programme and Future Implementation

### Overview

The 2006-7 programmes are included in the Second Cheshire and Greater Manchester Local Transport Plans. This will enable the delivery of the SEMMMS programme and progress to be maintained towards the achievement of the SEMMMS targets. Momentum and capacity to deliver has been built up since the strategy was accepted and improvements are starting to become apparent in the area. The following sections provide more information on the proposed schemes by each of the SEMMMS authorities to deliver the SEMMMS objectives in a

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co-ordinated manner. For convenience and clarity the programmes are discussed by authority, although the authorities meet and discuss these co-ordinated programmes regularly and are all utilising similar strategies, learning from each other to deliver effective schemes for the area and addressing local problems.

***Cheshire County Council***

Cheshire County Council will continue to provide improvements to address the transport issues and problems within the SEMMMS area. These improvements will utilise the achievements to date under previous SEMMMS programmes to continue and complete some of the initiatives and network treatments. This will provide an effective transport strategy in keeping with the SEMMMS objectives and the Local Transport Plan.

*Quality Bus Corridors*

Improvements to Public Transport will continue along the Quality Bus Corridors. The installation/upgrade of bus shelters and provision of the raised 'Kassel' kerbs to the bus stops will provide the infrastructure improvements. In addition it is proposed to investigate improvements to the information systems available and this should include 'Real Time' information provision. A pilot study is to be undertaken along the A6 during 2006/07.

*Highway Maintenance*

A highway maintenance programme will continue with further provision for a joint approach along the Quality Bus Corridors. Improvements include resurfacing/reconstruction of carriageways and footways. These have already been undertaken along the Macclesfield-Bollington-Poynton and Wilmslow-Macclesfield corridors. This approach has the benefit of maximising the benefit/outcome of the Public Transport improvements. In addition it will encourage greater use of the walking/cycling modes of transport along these routes. The route to the airport along Styal Road, Wilmslow, will also be completed.

*Use of Road Space*

It is proposed to provide environmental/highway improvements to towns, villages and local centres within the SEMMMS areas. These will include Poynton, Disley and Alderley Edge. These improvements will address accident reduction, safety, accessibility, security, safer routes to school, street lighting, cycling/walking route provision and pedestrian crossing provision/upgrade. In addition use of attractive materials and planting in the projects will enhance the environment for residents. It will also contribute to the economy by attracting visitors and shoppers strengthening these district centres. These measures will form part of the complimentary measures for the major schemes.

It is proposed to continue the development and improvement of cycle routes across the SEMMMS area. In addition it is proposed to investigate the provision of cycle parking in towns and railway stations. This will provide a greater range of travel choice and linkages to other forms of transport.

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During the 2009/10 and 2010/11 years it is proposed to investigate and implement other highway/environmental improvements within the SEMMMS area. This may also include the further provision of pedestrian crossings and speed management measures.

Home Zones can provide significant benefits to residents and the local community. The location has yet to be agreed, but if a suitable site can be agreed and adopted with local residents a Home Zone project will be developed. It will provide measures that meet the SEMMMS objectives for enhanced environment, safety and accessibility improvements and promotion of the integration of various modes of transport.

*Safer Routes to School*

Work will continue to improve safety along routes to school. School travel planning will continue with a target that all schools within the SEMMMS area will have school travel plans by 2009. Engineering measures will be investigated and provided to support the travel planning process. This could include pedestrian (Puffin) crossings, provision and improvements, footway improvements, signs and lines and speed management.

*Travel Change*

The use of the sustainable transport modes will continue to be promoted and marketed. It is also proposed to develop a programme of personalised travel planning with the local communities. The development and improvement of Quality Bus Corridors, cycle tracks, cycle parking, footways and pedestrian crossings will all help in the travel plan process. Joint working will continue with the other partnering authorities to share best practice and encourage a consistent approach across the SEMMMS area.

*Scheme Development*

The success of the Annex E submission will enable the future progress of work on the major schemes. This will include the development of the other major scheme identified under SEMMMS – the improvements to the A523 between Poynton and Macclesfield.

*Monitoring*

The 'outcomes' of projects will be monitored and reported as part of the agreed monitoring strategy.

*Consultation*

A thorough consultation process will be undertaken for the projects of CCC's future programme. This will be carried out at a local level and all consultees given the opportunity to contribute to the development and design of the projects.

***Greater Manchester Passenger Transport Authority***

GMPTA will continue a number of existing programmes:

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*Bus stop Upgrades*

The major QBC scheme does not extend full QBC treatment to the Airport routes. This programme involves upgrading the bus stops to QBC standard, including the provision of shelters, raising of kerbs, provision of tactile paving etc in accordance with GMPTE's design guidance

*Information*

We will accelerate the provision of electronic information at interchanges, in line with GMPTEs Interchange Strategy

*Interchanges*

We will improve rail stations on the Airport line, particularly focussing on the central themes of GMPTE's Railplan, namely safety and security, accessibility and information. In line with our approach of bringing forward schemes where we can add value to investment by others, we plan to build on the platform works that Network Rail has planned for these stations.

*School Buses*

We will make improvements to school bus services, eg purchasing additional Yellow Buses. Existing schemes have shown that where a high quality service is provided, parents are more likely to allow their children to travel to school by bus rather than by car, thereby reducing congestion in the peak

***Manchester City Council***

For 2006/07 and beyond Manchester's allocations will continue to be used to deliver a programme of SEMMMS related initiatives, although with reduced funding levels compared to earlier years it has been necessary to considerably cut back on planned commitments especially for some of the more resource intensive joint initiatives. Whilst still awaiting the go ahead to construct Metrolink to Wythenshawe and Manchester Airport, Manchester City Council, Greater Manchester Passenger Transport Authority and Wythenshawe Hospital are to consider ways of improving public transport links to and within Wythenshawe Hospital.

Manchester will concentrate efforts in the provision of School Travel Plans and Safer Routes To School within the area and continue the development of business and community travel plans through the dedicated SEMMMS Travel Plan Team.

In addition SEMMMS will focus on town, local and neighbourhood centres, including employment and regional facilities where there is considerable potential for the "walk in catchment" together with bus and cycle access for longer trips. Improving the attractiveness of these centres and links to them will help to sustain and grow the services they offer, which, in turn, will reduce the need to travel for those services outside the area, thus contributing to greater social inclusion and local environmental betterment.

# South East Manchester Multi Modal Study Implementation Plan 3

The main trip attractors and centres in the SEMMMS area of Manchester comprise a mix of district centres, business and industrial locations and key regional facilities including:

- District Centres: Rusholme; Longsight; Levenshulme; Fallowfield; Withington; Didsbury; Northenden and Wythenshawe Town Centre.
- Industrial and Business Centres: Sharston and Roundthorn Industrial Estates and Manchester Buisiness Park.
- Key Regional Facilities: Manchester Airport; South Manchester University Hospital (Wythenshawe)

As discussed elsewhere priorities for district centre image and access improvements will be informed by the City's emerging Retail Strategy, area based Strategic Regeneration Framework, the timing of environmental proposals funded through regional or EU regeneration budgets and through major QBC proposals as many of the retail centres lie on QBC routes. Where possible SEMMMS funding will be used to complement and integrate with other funding streams to enable the delivery of more integrated and holistic schemes.

Longsight, Levenshulme and Withington district centres have already benefited from QBC investment in bus priorities and associated cycle routes and commercial business servicing enhancements. SEMMMS will enable the continuation of improved pedestrian routes between residents living off the treated main roads and QBC routes and fund measures to protect adjacent residential areas from rat running traffic, displaced by taking highway capacity away from motorists.

The City Council recently approved a Strategic Regeneration Framework (SRF) for Central Manchester covering the wards of Ardwick, Longsight, Hulme, Moss Side, Rusholme and Gorton North and South. The SRF is a comprehensive plan which will guide both investment, including SEMMMS and other related funding regimes and the improvement of service delivery to the inner city communities over the next 10-15 years. Key challenges will be to connect communities which experience relatively high levels of deprivation with the opportunities to improve skill levels and gain higher paid employment. It is also important that good transport links are available to connect communities with the main economic drivers in South Manchester, not just the City Centre and the Airport, but also the Universities, Central Hospitals and the new Central Park in East Manchester. For this reason improved East / West links are seen as crucial to the support of the local economy. The area also presents challenges in terms of environmental quality and the SRF will help guide investment into these key areas for improvement.

The Wythenshawe Regeneration Framework document will help to guide and inform future development in the area. Further work is being undertaken through a Masterplanning Study for Wythenshawe Town Centre. This will result in a recommended framework for the main retail area within Wythenshawe including issues surrounding walking, cycling, public transport and the bus station and links with Metrolink.

Many of the recommendations from both studies will complement and underpin the main objectives of SEMMMS.

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The Airport and Wythenshawe Hospital represent major job opportunities for south Manchester residents. Both impose a considerable traffic burden on the immediate neighbourhood, in recognition of which they have ongoing and active travel plans in place to promote car sharing, public transport, walk and cycle trips to work. The Council is working with both organisations to ensure that strong cycle and pedestrian route networks will continue to be improved linking them to adjacent housing areas, to each other, and to Wythenshawe Town Centre. SEMMMS will mean that comprehensive routes can be put in place and waiting, turn round and information points on bus routes serving them can be improved.

Other highlights for 2006/07 include the completion of the current planned elements of the Black Path and the introduction of the Northenden Linear Route a pedestrian / cycle route linking Northenden with the Mersey Valley and providing the backbone of future leisure and health opportunities within the area and further QBC support measures for the SEMMMS major QBC

***Stockport Metropolitan Borough Council***

Stockport Council will use the funding allocated within the second GMLTP period to continue to implement the SEMMMS Strategy across all its objectives and in particular focusing on:

*Travel Change*

Stockport will continue to develop its Travel Plan programmes for schools and businesses.

The Study of a further school catchment area wide travel plans will take place in 2006/7 and the implementation of schemes in the areas already studied to encourage walking and cycling to school. Area wide programmes consist of studying an area based on a secondary school and its associated primary catchment area and identifying physical improvements to encourage children to walk and cycle to schools. This programme will continue through out the LTP period.

Improvement may include Council wide programmes to deliver 20mph zones around schools and school crossing patrol enhanced sites with a uniform package of measures to highlight the presence of school crossing patrols, installation of cycle facilities etc and then working with individual schools who are prioritising the development of travel plans often as a part of a healthy or eco school project.

The college pathfinder programme is continuing and funding will be made available to improve pedestrian, cycle and public transport facilities around the post 16 colleges.

The Council will continue to work with the PTE on developing “yellow buses” schemes to local schools.

Workplace travel plans are also being developed following a similar approach targeting key organisations, developing area based plans and working with individual organisations who require support. Access to the airport is an important area for improvement. Accessibility issues as well as travel plans are being considered for public destinations and employment areas.

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During the period of 2006/7 the development of area wide travel plans will continue focussing on the Stanley Green employment areas and implementation of pedestrian and cycle improvements in the Bredbury and Birdhall Lane area employment areas.

*Urban Regeneration*

Improvements in accessibility and the streetscape of local, district and the town centre is a key area of work within Stockport.

Streetscene programmes ensuring that all local facilities are well maintained and easily accessible initially concentrated on district centre but are now being developed for local centres and shopping parades.

District and Local Centre Plans are being developed to improve accessibility and assist in regenerating district and local centres.

The Stockport Town Centre Masterplan Future Stockport has been developed and is being implemented this will involve significant transport infrastructure changes to support the overall plan including improved pedestrian, cycling and public transport access to the town centre.

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*Roads*

Subject to the successful outcome of the Annexe E submission the results of which are expected by July 2006 work will continue on developing the road scheme with consultation, completion of the Environmental Assessment and the application for planning permission all programmed for 2006/07.

*Bus*

The Council is working with the PTE to develop the SEMMMS QBC programme and develop an integrated transport corridor approach, improve road safety, accessibility to centres, pedestrian and cycle facilities and street lighting along these corridors.

Reddish and Didsbury QBC corridors programmed for continued implementation in 2006/7.

The improvement to another non QBC bus corridors – Bramhall– will continue in 2006/7. The Council is also working with local bus operators to identify and improve local hot spots on all bus corridors across the borough and is implementing a programme to ensure all bus stops become more accessible.

Community transport and demand responsive systems are part of the overall public transport system and the Council is working with local community groups to enhance and support community transport within the area.

*Rail*

The rail station development zone concept is being implemented across the area and improvements to walking, cycling, parking and public transport interchange have been identified for a number of railway stations across the borough.

*Roadspace Reallocation*

The Council is developing a systematic programme of identifying transport improvements across the borough to ensure the road network is appropriately managed and that the more sustainable modes of transport

Community based transport plans are being developed across the area identifying local improvements including 20mph zones, home zones, and pedestrian and cycling improvements in primarily residential areas.

Network Audits have taken place along the principal road network to ensure that and integrated approach to improvements is adopted improving cycle, pedestrian and public transport facilities, addressing road safety concerns and efficient management of the network.

Signing was recognised as an area wide problem and a strategy has been developed to address this issue and a programme of review, evaluation and replacement as necessary is being developed for directional signs.

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The Council works closely with the Local Health Services to encourage walking and cycling. Strategic pedestrian networks are being identified and improved linking residential areas to local facilities including shops, healthcare, schools and public transport.

Local and strategic cycle networks, both on and off road, are being developed including utilising the river valleys e.g. the Marple Multi user Trail from Marple to Stockport. Local networks are focussed around district centres, employment and areas and schools.

*Maintenance*

Maintenance of the highway and structures will remain a key area of the delivery programme and funding will be targeted at all areas of the network both carriageway and footways including urban public rights of way. Such maintenance helps improve the liveability of the area and a well maintained street scope which feels secure will encourage walking, cycling and the use of public transport. The council has developed ongoing programmes to improve roads, footways, public rights of way, street lighting and street furniture to enhance the street scope of the area.

A white lighting programme for the QBC corridors is being developed to complement the SEMMMS QBC scheme and lighting improvements around district and local centre have also been identified.

The StreetScene maintenance programme is being developed to complement infrastructure improvements within the area e.g. district and local centres, 20mph zones and areas around schools. The opportunity to improve accessibility by dropping kerbs and raising bus stops has also been built into the programme.

The maintenance of structures both within the highway and along strategic walking and cycling routes is becoming a priority for investment for future years.

Stockport will continue to work with the other SEMMMS authorities to develop joint programmes including the travel change programme, joint information e.g. the annual SEMMMS Newspaper and a rigorous monitoring programme to ensure that the schemes are helping to achieve the SEMMMS targets and objectives. Opportunities are taken to share good practice and learn from the other authorities involved in the partnership.

*Freight*

The SEMMMS new relief road scheme will provide a much improved route for freight to use but in the shorter term improved signing and selective junction and effective network management will assist freight.

***Tameside Metropolitan Borough Council***

Tameside was pleased to receive confirmation of continued funding of the SEMMMS strategy implementation through to 2010/11 although the reduced level of resources compared to earlier years means it will be necessary to scale back programmed measures and take longer to achieve desired outcomes. Tameside will continue to implement the SEMMMS strategy as set out in this document with spending reflecting the figures in the programme table.

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*Area Wide Initiatives*

Funding is allocated as Tameside's contribution to implementation of the SEMMMS wide monitoring strategy and the area wide consultation/publicity.

*Travel Plans and Behavioural Change*

The Council plans to continue with its targeted initiatives on school travel, to deliver effective school travel plans to complement measures designed to improve safety in the vicinity of schools. Further work will be done with businesses to develop and implement travel plans. Potential behavioural change projects to be carried out with local communities will be identified. Funding is included for the development of projects to be implemented in Tameside in future years.

*Urban Regeneration*

The 2004 Index of Multiple Deprivation identifies 5 Super Output Areas (SOAs) in Tameside and within the SEMMMS area as being in the worst 5 percent nationally. A further one SAO is in the worst 10 percent (but not worst 5 percent) and six are in the worst 20 percent (but not worst 10 percent). Improving access to jobs and services and other facilities for people living in deprived areas is a priority for the Council as is securing improvements in health, education and quality of life. The aim will be to target the delivery of the SEMMMS strategy in Tameside to help achieve these objectives.

The focus of the Council's activity will be in the town, village and local centres, including employment centres. There is significant potential 'walk-in catchment' for these centres with travel by bus and cycle a realistic option for people travelling further. Retaining the existing facilities offered and improving the attractiveness and viability of the centres into the long term will assist with reducing social exclusion and reduce the need for people to travel further to access goods and services. Complementary measures to make walking and cycling safer and more convenient and bus travel more attractive need to be delivered also.

Works will be required in Mottram and Hollingworth to maximise the potential benefits to be delivered by the Highways Agency's Mottram to Tintwistle Bypass proposal and the Council's Glossop Spur major scheme. Through traffic will be significantly reduced and measures will be introduced to enhance the attractiveness and viability of the village centres and improve conditions for buses, pedestrians and cyclists.

Denton has been the focus of development interest in recent years, reflecting its much improved accessibility following completion of the M60. Works are ongoing to enhance the traditional core town centre, improving its attractiveness and viability and making it easier for pedestrians, people with mobility difficulties and cyclists to access and move about the town. Works will complement the A57 Manchester-Denton-Hyde QBC initiative as the QBC passes through the heart of the town.

Hyde is the Borough's second biggest town centre after Ashton-under-Lyne. It has a central commercial/civic/leisure core, surrounded by residential/industrial development, and serves as the focal point for the social needs of the adjacent area. Three Quality Bus Corridors meet in

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the town centre – A57 Manchester-Denton-Hyde and A627/A560 Hyde-Stockport (Both SEMMMS QBC major scheme) and A627 Rochdale-Oldham-Ashton-Hyde. The traditional main shopping street suffers from a poor pedestrian environment with narrow footways and high levels of through traffic. Works are needed to address the long term decline of this area and improve its viability.

Hattersley is a large local authority housing estate and the housing stock is currently the responsibility of Manchester City Council. Tameside's most deprived SOA is in Hattersley and ranks 404$^{th}$ worst in the country out of a total of 32,482. A small shopping centre was constructed as part of the estate but over the years this has suffered from vandalism and neglect with a result that many of the shops closed. Although the shopping centre has been refurbished, the retail offer is very limited. Its location within the estate is such that the shops do not attract trade from the wider local area or from passing traffic. The long term viability of the shopping centre is therefore of concern. Hattersley is a low income and low car ownership area and the lack of quality local services have a detrimental impact on social inclusion. In the short term improved access to public transport, including demand responsive transport, assists in ensuring residents can reach jobs and services elsewhere in the Borough, such as Hyde. A masterplan and supplementary planning guidance were developed in conjunction with residents for the development of the area into the long term. This work has been updated through the Local Development Framework by introducing an Area Action Plan for the Hattersley area. The Area Action Plan include the redevelopment of parts of the estate including the establishment of a new district centre. The aim is to create a districtcentre that is self-sustaining and able to meet the needs of Hattersley and the wider local area. Works will be required to ensure that the centre is properly integrated with the residential areas with high quality, attractive, safe and accessible links for all modes

In 2006/7 it is planned to spend £385k on Transport Change measures which will contribute to the following outputs:

- regeneration of town and local centres
- improved accessibility to jobs and services
- reduced congestion and improved air quality through more walking, cycling and use of public transport
- improved road safety
- Through Transport Change, Tameside will
- continue to promote school travel plans and implement measures associated with them (£75k)
- promote behavioural change through working with businesses and communities (£ 40 k)
- contribute to urban regeneration initiatives (£270k) including works to encourage the prosperity of town and local centres and employment centres and improve safety for communities.

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*Measures to assist Public Transport*

*Rail*

There are 4 rail stations in Tameside, served by passenger trains, that sit within the SEMMMS core area, and a further 2 immediately adjacent in the buffer zone that, potentially, the use of which could impact on traffic levels within the core. Consistent with the Greater Manchester Rail Study, the station development zones concept will be developed and implemented at the stations. Ideally, this work would be co-ordinated with improvements to the stations themselves and to services, in order to maximise the potential to attract new rail users.

*Bus*

The implementation of the Quality Bus Corridors in Tameside within SEMMMS is funded from the SEMMMS QBC major scheme. There are however other important bus routes that serve the residential and employment centres located away from the QBC routes and that provide linkages to the QBCs themselves and to town centres and local facilities. Safer and more pleasant fully accessible bus stops will be provided on QBC feeder routes and other important bus routes. Improvements to pedestrian links to bus stops will be taken forward and small scale schemes to improve operating conditions for buses where localised problems occur will be developed.

- In 2006/7 a planned spend of £ 60k on public transport schemes will contribute to the following outputs:
- reduced congestion and improved air quality
- improved accessibility to jobs and services
- improved road safety
- Measures will be implemented on QBC feeder routes and other important bus routes (£40k) and, in partnership with the PTE, starting to develop and implement the rail development zone concept (£20k).

*Use of Roadspace*

The Greater Manchester and Tameside Cycling Strategies will form the basis for the promotion of cycling in the SEMMMS part of Tameside. The Council is working with the other SEMMMS authorities to develop a SEMMMS cycle network. The basis of this in Tameside will be the borough-wide cycle network included within the Tameside Cycling Strategy endorsed by the Tameside Cycle Forum. Works to provide a comprehensive, co-ordinated network, well signed and safe, will be carried out. Safe, secure cycle parking will be provided in town and local centres and other key attractors, linked to the network.

The Greater Manchester Walking Strategy, adopted by all the districts, sets out a strategy and action plan for the encouragement of pedestrian activity in the County. The identification and establishment/improvement of key pedestrian routes linking key places forms the basis of the strategy. It is intended that this will be rolled out across Tameside, including the SEMMMS area. Emphasis will be on routes linking residential areas to town and district centres and to

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schools and employment centres. As part of this, the Council's existing rolling programme of disabled facilities at signals will be accelerated. Additional signing for both cyclists and pedestrians will be provided.

As explained above the Council has already committed significant resources to introduce 20 mph zones and other safety measures in the vicinity of primary schools. It is intended to continue this approach and SEMMMS resources allows this to be rolled out to areas in the vicinity of secondary schools. This will be co-ordinated with travel change activity where possible. A home zone was constructed in the Denton area during 2004/5 and was completed in 2005/6. The Council will assess the success of this, and a home zone at Ashton West End funded by DfT as part of the Home Zone Challenge, and may wish to extend this concept to elsewhere in the SEMMMS area.

The Primary Route Network re-signing scheme has been completed in Tameside providing consistent routing information. The SEMMMS approved strategy recommends that signing in the study area is reviewed with a view to managing, insofar as possible, the routes taken by longer distance traffic. Accordingly, the Council intends to review signing on non-primary A and B class roads and work with adjacent authorities to deliver a comprehensive signing strategy for the area.

In 2006/7 a planned spend of £272k will contribute to the following outputs:

- Reduced congestion and improved air quality through more efficient use of the road network and more walking and cycling.
- improved accessibility to jobs and services
- improved road safety
- relieve communities of the impact of inappropriate traffic
- Measures to be implemented will provide new and improved cycle facilities (£50k), disabled facilities at signal controlled crossings (£35k), improvements to key pedestrian routes (£77k), further 20mph zone works (£90k) and review local direction signing (£20k), with the aim of improving the efficiency of traffic movement for freight in particular.

*Maintenance*

The SEMMMS strategy recommended that authorities should, as a matter of urgency, address the backlog of maintenance required on roads and footpaths. With the benefit of SEMMMS funding already made available, the Council has started to make inroads into this backlog. However sustained funding over many years will be required if it is to be addressed adequately. Equally, there is a requirement for substantial investment in street lighting, to improve road and personal safety and reduce the fear of crime which deters many people from walking and using public transport after dark. The Council has invested large sums of its own resources in improving street lighting over recent years but there still remains the need for much more. Significant resources for works on footways, carriageways and street lighting are therefore included in the future programme. Maintenance works will be targeted at locations in the worst condition and where works will support wider strategy objectives such as improving accessibility for pedestrians and cyclists and aiding public transport

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Accordingly, in 2006/7 resources of £375k are proposed for structural maintenance of footways and carriageways (£215k) and street lighting improvements (£160k). These works will contribute towards achieving the following outputs:

- reduced congestion and improved air quality
- more walking, cycling and use of public transport
- improved accessibility to jobs and services
- improved road safety
- regeneration of town and local centres and local communities

## 3.12 Consultation

### Overview

Consultation and participation are consistently important elements of SEMMMS. This chapter outlines the consultation methods used during the initial SEMMMS study, and then describes, with the aid of case studies, consultation methods used when implementing SEMMMS schemes. During the development of the strategy an area wide reference group and focus groups were held at key points in the development of the options and the final Strategy.

A series of three area-wide consultation newsletters was also produced during the consultation process. These were distributed to all residential addresses within the SEMMMS area. The first newsletter concentrated on introducing the study and consulting upon what local people considered the main transport issues to be. Later newsletter concentrated on assessing the options and the final strategy. The third newsletter also sought levels of support for the final strategy. This indicated 86% support for the final strategy amongst respondents.

This principle of information, consultation and participation is continuing with the implementation of the strategy and the provision of consultation and participation for individual schemes. These consultations, by their nature, affect areas of widely varying size within the SEMMMS study area. It was felt important that an opportunity for all people to be involved in the development of the SEMMMS Strategy should be maintained. With this in mind a yearly SEMMMS newspaper is being produced and delivered to every local resident and business in the area. This newspaper is produced by all the SEMMMS authorities and includes articles on the progress of the overall implementation of SEMMMS and its specific schemes to ensure people remember the strategy and its multi-modal solution to transport problems within the area.

The newsletters have now been expanded to full newspapers, the 5th SEMMMS News Update being circulated in winter 2004 and giving details of progress with the implementation of many strategy elements. A 6th is planned for spring 2006.

In particular both area-specific and corridor consultations have been carried out along the SEMMMS QBC corridors. This consultation has been targeted at local residents and businesses, as well as bus users and drivers along the corridors. Methods used include use of web sites, leaflet delivery to local residents, CAP sites (Community Access Points), exhibitions, discussions with local partnerships and groups, and tapes and CDs available from garages for drivers on some of the routes.

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**Case study 1:Black Path (2004/05)**

The 'Black Path' project has been described in detail in Chapter 3. In summary it is a local name for a long established footpath that starts at the Town Centre and goes to the airport. It uses a series of existing footpaths, desire lines and carriageway. The route length in total is approximately 1.6km with a spur to Culmere Park. It is subject to a major improvement scheme to place the route on a more formal basis.

For the project consultants were appointed to undertake a community consultation programme on behalf of the Wythenshawe Regeneration Partnership in summer 2004. A consultative approach was taken throughout the development of the exercise including:

- Initial consultation leading to proposals; and
- More detailed, comprehensive consultation to inform the proposals and designs.

As part of the consultation exercise:

- 74 Street interviews were carried out along the Black Path;
- 500 questionnaires distributed; and
- 128 primary school pupils, 42 children and young people and 35 adults actively took part in the consultation.

Other consultees included:

- Manchester Airport
- The City Council and Willow Park Housing Trust.
- In addition 5,000 information cards were distributed to various venues including schools community facilities, businesses and through local shopping facilities.

In summary the results of the survey indicated that:

- The route was well used at all times of the day with a concentration of activity during daylight hours;
- Most people walked along the path with a substantial number using it for cycling;
- The majority of people used it for accessing shopping/community facilities, journeys to school and for recreational purposes
- 62% of people felt unsafe out and about on the Black Path at night

Most respondents wanted to see:

- New and improved footway and cycle facilities;
- New and improved access and controls gates;
- Improved standards of soft landscaping;
- Improved and better maintenance of vegetation (cutting back trees etc);
- Improved lighting;
- A general clean up and removal of litter;
- New seats;

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- Installation of CCTV; and
- Better and improved direction signage on and around the route;

The results of the survey are being used to underpin the design and layout of the route to reflect users views and concerns and to provide a facility that will be well received and used by the local community thereby ensuring its long term future.

**Case Study 2: Baslow Road Area Home Zone, Denton**

SEMMMS funding is allowing the establishment of a home zone in the Baslow Road area of Haughton Green, Denton. Resources in 2003/4 were focused on public consultation with works started towards the end of 2004/5. Completion is expected by summer 2005/6

The area had a relatively poor quality street environment. The lack of formal children's play facilities resulted in children playing on the street. Lighting, surfacing and street furniture was of low quality.

Public involvement and 'ownership' are key to the success of a home zone scheme. A leaflet drop was carried out at the end of January 2004 to publicise the first public consultation meeting which was held in early February. Residents attending provided information on their needs and wishes for their local community. There was general support for the concept of a home zone with planting, street furniture and play equipment being identified as requiring further discussion.

A household survey took place in March 2004 using experienced facilitators. The survey indicated that 97% of respondents supported or strongly support the introduction of a homezone. The information helped in the development of draft designs. Residents were most in favour of measures to improve the location and safety of car parking and were also supportive of the introduction of an informal play area as well as improvements to the quality of footways. A fun day event took place at the end of June 2004 where maps and diagrams were displayed outlining what the homezone could look like. Feedback from this event was used to further refine the proposals.

**Case Study 3: Environmental Improvement Scheme A538, Prestbury**

The development of an environmental improvement and speed management scheme in Prestbury is an example of a local consultation process included within the SEMMMS package in Cheshire. The scheme was initiated following consideration of a proposed 20mph limit in the centre of the village on the A538. The core of Prestbury is designated as a Conservation Area and from the outset sensitivity of design was a critical consideration. An early involvement was initiated with the Parish Council and technical input was invited from the Borough Council as Planning Authority.

A traffic calming scheme was developed to address speed management issues and this was incorporated into proposals for environmental improvements to the Conservation Area. The principles of both elements of the proposals were agreed through discussions with the Parish and District Councils and the three authorities worked together as partners with arrangements made for joint funding of the scheme.

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The scheme proposals were submitted for public consultation, with some 800 people attending the exhibition and extensive support for the proposals both in principle and the level of returns. The scheme was then subject to detailed design with the Parish Council, local interest groups and environmental planning officers from both authorities specifying the details of the proposals, surface treatments, lighting details and street furniture.

Along with the main principles of the scheme, the local school was involved in Safer Routes to Schools work, with traffic calming extended in the vicinity of the village primary school. The scheme incorporated necessary highway maintenance work and revisions were made to parking restrictions in the village centre as well as changes to off-street parking provision being carried out through the Borough Council.

Throughout the scheme, and particularly through the construction phases, close liaison was maintained with businesses in the village, given the impact that footway works and road closures would have – this was supported by up-to-date information being provided through the Village Notice Board and the Council's own web-site. This process was assisted by the Police and the contractor and was able to resolve most, if not all, difficulties during the period the works were undertaken.

The preparation and design of the scheme is being taken as a model for extending such proposals in the SEMMMS area.

**Case Study 4: Wythenshawe Forum**

Wythenshawe Forum is an existing local community facility that has recently undergone substantial redevelopment to include a new access road for public transport. The project is an excellent example of partnership working across the Council and the wider community.

Funding for the £18m scheme was assembled from a number of sources. £500k was contributed by the City Council towards the highway infrastructure with the Greater Manchester Passenger Transport Authority adding a further £400k - both financed through SEMMMS. Other contributors included the European Regional Development Fund, the Single Regeneration Budget, the City Council, Willow Park Housing Trust and external loans. The funding package reflected the many services that the forum will offer to the wider community.

Consultants carried out a community consultation programme on behalf of Wythenshawe Partnership during 2002/03. This asked Wythenshawe residents for their views about the Forum redevelopment, both about the overall design and particular areas of service delivery.

Over 2,000 people contributed their views. Consultation methods included:

- Newsletter to all households in Wythenshawe – approximately 35,000
- Postal questionnaire (735 returned)
- Six market place stall events from December to February at venues in Wythenshawe Town Centre and Northenden.
- Nine focus groups for potential users of each new Forum area (Learning, Library, Leisure, Childcare, Health), and for community groups, young people and existing users

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- Talking with children and young people
- Exhibition stand in the Forum concourse for five weeks

Key Messages from the consultation:

- Overall people were very enthusiastic about the redevelopment plans, and made many helpful suggestions.
- Accessibility and facilities for disabled people was an important concern, e.g. public transport access, accessible parking spaces, toilets, entrances. Specific activities for disabled people included access to the swimming pool and other leisure activities.
- Security was a big issue raised by many, in terms of parking, evening use, lighting, CCTV and staffing levels.
- Affordability was raised by many people, in terms of charges for leisure services, parking and childcare.
- Cleanliness of the redevelopment was also seen to be important.
- Existing groups or activities: many people were concerned to ensure that their existing activities be continued when the Forum re-opened.

The consultation was deemed to be an extremely worthwhile exercise with positive and constructive feed back from a cross section of the facility's stakeholders and users. The results provided a cornerstone to build on the Forum's future.

**Case Study 5: Reddish Integrated Transport Corridors**

SEMMMS funding is being used for a number of Integrated Transport Corridors (ITC) around Strockport. One example of this is the Reddish ITC B6167 which is being developed in partnership with the GMPTE.

The scheme comprises comprehensive route improvements developed jointly through road safety, integrated transport and regeneration initiatives. The proposals include a reallocation of existing road space to deliver significant safety benefits, enhance opportunities for travel by all modes of transport and achieve environmental improvements along the corridor.

Public Consultation on the scheme took place in Summer 2004, including a comprehensive leaflet drop, local press articles and officer manned information stands in the local area , and in a response to these comments significant modification was made to the scheme regarding gyratory movements and one-way traffic.

## 3.13 Monitoring

**Summary**

This chapter identifies performance indicators for measuring progress towards SEMMMS objectives. The relationship between existing national, Local Transport Plan and SEMMMS objectives and monitoring regimes has been taken as the basis for this suite of indicators,

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building on these existing monitoring arrangements wherever possible and appropriate. The validity of this approach was demonstrated in the SEMMMS Implementation Plan submitted in 2004.

The initial section describes indicators used to measure progress of these SEMMMS. The original justification for these was set out in the SEMMMS Implementation Plan 2004, paying particular attention to the key themes of road congestion, air quality, accessibility and road safety. These indicators have been reviewed following the development of a final suite of indicators for GMLTP2.

Finally the issue of target setting is examined. This will be easier now that we have some financial planning guidelines to work to, covering the period to 2010/11. LTP2 targets have attempted to accommodate the effects of SEMMMS investment at a Greater Manchester level; SEMMMS investment will therefore be essential in meeting LTP2 targets. It is intended to develop specific subsidiary targets for the SEMMMS area in time for the LTP1 Delivery Report due for submission in July 2006.

In the SEMMMS final report the SEMMMS area was divided into “core” and “buffer” sections. Figure 1 shows the road and rail network of the SEMMMS area together with the boundaries of the local authorities concerned and the SEMMMS “core” and “buffer” areas. In terms of monitoring and the geographic impacts of the strategy and objectives a distinction can be made between measures that will have a cross boundary effect and those which, for example, may not affect the “buffer” area. Whilst the SEMMMS “core” area is mainly within Manchester, Stockport, Tameside and Cheshire, Derbyshire’s SEMMMS area is mainly “buffer”. Therefore, monitoring may be based on slightly different areas depending on the relevance to particular local authorities.

## Indicators

### *Level of Monitoring*

Whilst SEMMMS measures will affect the achievement of targets at a Greater Manchester level, it is necessary to understand the changes that have come about as a result of SEMMMS work, rather than other initiatives in other areas. Preference has therefore been given to indicators that can be monitored within the boundary of the SEMMMS “core” and “buffer” areas, for example, school travel plans. Relevant available LTP indicators have been selected on this basis. However, for some indicators, such as Best Value indicators, this was not possible as no data is currently collected specifically at this level, meaning extra surveys, analysis or data extraction would be necessary, involving prohibitive extra cost.

### *The Second GMLTP*

DfT and Local Government have agreed the shared priority themes of congestion, air quality, accessibility and road safety. These are key themes of the second LTP, which is submitted alongside this document. Arising from these, the DfT have developed a number of mandatory indicators for use by Local Authorities in their second LTPs. The LTP2 monitoring framework was amended in order to:

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- Accommodate the mandatory indicators
- Continue LTP1 indicators where these have been found to be useful and cost-effective, and where long term trends and variability have now been established
- Reject LTP1 headline indicators that focussed on outputs rather than outcomes
- Reject LTP1 headline indicators which have not been found to be useful in practice
- Develop new or better indicators to replace these where possible, for example where new data sources are now available.

***LTP2 Indicators used to measure the effect of SEMMMS***

The following GMLTP2 headline indicators have been identified and will be used to report on SEMMMS progress in the relevant areas / authorities:

- Bus passenger journeys (SEMMMS Greater Manchester (GM) and Cheshire areas)
- Rail passenger journeys (SEMMMS “core” and “buffer” areas)
- Public transport user satisfaction (SEMMMS GM and Cheshire areas)
- Road accident casualties, by category (SEMMMS GM and Cheshire areas)
- LTP1 accessibility to Category A interchanges by public transport (SEMMMS GM area
- LTP2 Vehicle kilometres (SEMMMS “core” and “buffer” areas)
- LTP3 Level of cycling (SEMMMS GM and Cheshire areas)
- LTP4 Journey to school modal split (SEMMMS GM and Cheshire areas)
- LTP6 Peak traffic flow to Stockport key centre
- LTP7 Congestion on monitoring routes 7, 8 (both A6), 10 (B5145) and 13 (B5117)
- LTP8 Air Quality at Stockport modelled receptor site
- LTP12b modal split to Stockport centre
- Transport BVPIs (District Level): BV223, BV224a, BV224b, BV187, BV178, BV165.

In addition to these, a number of subsidiary indicators will be useful in monitoring progress, including

- usual mode of travel to work (from census)
- the numbers of travel plans,
- parking provision,
- HGV kilometres,
- pedestrians on key routes in Stockport.
- modal split and use of District centres
- BV106 homes built on previously developed land
- effect of Quality Bus Corridors

***SEMMMS report indicators***

There were a small number of indicators suggested in the SEMMMS Final Report that are not currently monitored for LTP purposes. These primarily reflect the fact that SEMMMS places greater emphasis on sustainable economic regeneration, and include:

- Gross numbers of trips / mileage undertaken to areas of economic growth

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- Modal split targets for economic growth areas
- Employment density for brownfield sites
- Parking standards for brownfield sites
- Modal split for brownfield sites

As a result, specific local centres and industrial estates will be monitored to establish vehicle flows, modal split and, where appropriate, user perceptions. Brownfield sites will also be monitored and included in the database of "key destinations" (hospitals, education facilities, shopping facilities, industrial estates etc.).

***Scheme Monitoring***

In addition to the overall effect of SEMMMS measures in the area, there is also a need to identify the performance of specific schemes. This is particularly the case for major schemes (SEMMMS QBC and SEMMMS New Relief Road). It may also be necessary to gauge the effect of SEMMMS measures over and above standard LTP investment, although in practice this may be very difficult to achieve. Authorities will monitor schemes in a manner consistent with that described in the GMLTP Monitoring Strategy.

***Output Monitoring***

The SEMMMS Final Report recommends the monitoring of timely implementation of SEMMMS measures. An analysis of spend alone does not indicate the nature or extent of outputs achieved, but the description submitted as part of the GMLTP Delivery Reports will fulfil this function. The LTP-F Finance Forms describe SEMMMS spend and planned spend by category, and LTP-F4 form describes outputs achieved or planned.

**Targets**

The main LTP2 targets incorporate the outcomes of SEMMMS, as well as LTP Integrated Transport Block, funding. However, it is our intention to develop a set of subsidiary targets relating to the SEMMMS indicators, based on the following assumptions:

- The SEMMMS measures will be implemented as allowed by the reduced scale of investment under LTP1 and proposed by the LTP2 planning guidance figures, as opposed to the timescales and costs outlined in the SEMMMS Final Report,
- That GMLTP2 is implemented and resourced as planned,
- That LTP2 targets will be attained

The aim of SEMMMS-specific monitoring is to show the "additionality" of SEMMMS investment above LTP investment. However, it is clearly difficult to disaggregate these effects without recourse to expensive household surveys and the limitations of the existing core indicators should be recognised.

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The targets will be set in a similar manner to the method used to establish GMLTP2 targets (see GMLTP2 Chapter 6), and take into account past trends, forecasts (including the use of the Greater Manchester Strategy Planning Model and reference to the SEMMMS Final Report), and the potential effects of the SEMMMS work programme.

We aim to present detailed SEMMMS specific datasets and targets in detail in a SEMMMS Delivery Report in July 2006. Historical data can be seen in previous SEMMMS Progress Reports submitted alongside GMLTP Annual Progress Reports.

## 3.14 Review of the Strategy

Now in the fifth year of use the strategy developed is beginning to show clear results in the short term works that were set out in the initial strategy document and works have been started upon the medium term elements involved. However, it has become clear that funding for the works involved must be kept at or near the levels seen in the earlier years of the project. This will enable the momentum gained to continue and to turn the short term changes made by the strategy into longer term improvements and to realise the larger elements of the strategies full potential. This will allow for the realisation of the strategies purpose to deal with the existing and predicted transport problems within the area.

The Local Transport Authorities, Cheshire, Derbyshire, Manchester, Stockport, Tameside and the GMPTA / PTE meet regularly to develop and implement the integrated transport package elements of the strategy. Individual project groups meet to develop specific schemes, for example the Denton Interchange – Highways Agency and Tameside; SEMMMS New Relief Road – Cheshire, Manchester and Stockport; and the SEMMMS QBC corridors – GMPTE, Manchester, Stockport, Tameside and Trafford – a neighbouring authority outside the SEMMMS area.

The multi modal strategy identified a number of key areas for development including:

***Bus***

The bus elements of the scheme are on track for delivery with the ongoing delivery of the SEMMMS major QBC project and the proposed local authority / PTE programmes for improvements of the non QBC corridors and community transport. The 'yellow bus' pilot project has also proved popular within the area. However, the major area for concern is the lack of revenue funding to enhance the bus services and this is an ongoing problem that needs to be addressed.

***Roads***

The Highways Agency has progressed the development of an improvement scheme at the Denton Interchange which is currently being assessed and Cheshire, Manchester and Stockport have developed the SEMMMS new relief road scheme and submitted an annexe E funding bid in July 2004.

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***Rail***

There has been little progress on implementing the rail improvements recommended for the area except for the odd scheme e.g. Stockport Station. It has proved difficult to engage the rail industry in a constructive dialogue and there is concern over how to achieve this element of the strategy. The local authorities and the GMPTE are commissioning a rail study to identify short term improvements to existing rail stations and to explore the possibility for new stations and park and ride sites. However, Central Government encouragement of the rail industry is required to help create the momentum to achieve this element of the strategy.

***Metrolink***

The GMPTE has commissioned the development and assessment of the schemes proposed in the strategy and will seek to bring forward proposals for funding if these studies demonstrate their value.

***Transport Change***

Work on behavioural change is well underway in the SEMMMS area with a mixture of travel plans for educational and employment establishments, promotional measures to encourage different forms of transport and hard measures such as improvements to walking and cycling infrastructure all being used in conjunction.

**Use of Roadspace**

Schemes that reallocate the use of road space have been implemented and continue to be implemented in the SEMMMS area with a range of areas being effected by traffic calming and twenty mile per hour zones to reduce rat running and improvements of pedestrian facilities at road junctions. These and other improvements have the intention of creating a safer and more pleasant environment for the uses of alternative transport and to encourage traffic on to the appropriate routes for their journey.

***Urban Regeneration***

Enhancement of the street environment in local and district centres is crucial not only to the promotion of regeneration in these centres but also, consequently, to reducing the dependency on or comparative attractiveness of less accessible facilities that can only or mostly be reached by private car. Improvements to pedestrian, cycle as well as public transport infrastructure has been undertaken or is underway in many local and district centres in the SEMMMS area.

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## 3.15 Appendix 1: The SEMMMS Strategy Information

For clarity, chapter 7 of the SEMMMS Final Report – *Recommended Strategy* – is included in full below.

The recommended strategy is for a twenty-year period from 2001 to 2021. It is important to note that it is an integrated strategy. To achieve its full benefits, the strategy must be fully implemented and done so in a coherent manner. The benefits of the strategy will not be realised by picking and choosing, say, easy to implement elements or those which are low cost, while more complex and/or expensive elements of the strategy are set aside. The benefits from the strategy will only be seen if it is implemented as a whole. If implementation as a whole should prove not possible, the entire strategy will need to be reviewed.

Before describing the recommended strategy, it is useful to re-cap the process of its definition:

- in the Phase 1 study, the objectives for the strategy were defined. The five core objectives were based on those of the Greater Manchester Local Transport Plan (GMLTP) and were shown to be consistent with those of the Cheshire and Derbyshire LTPs as well as with the Regional Transport Strategy which forms part of the (draft) Regional Planning Guidance.
- also in Phase 1, and in parallel to the definition of the study's objectives, there was consideration of the problems, issues and opportunities that the study area faced.
- through the mechanism of a Steering Group workshop, seven decision areas were defined. These decision areas, relating to the road network, Metrolink, rail, buses, the use of road space, freight and transport change, encapsulated all the key issues about which decisions had to be made when developing the strategy.
- potential strategy elements were identified by Steering Group members and through the consultation process. Each potential strategy element was associated with one of the seven defined decision areas, leading to the definition of a number of options within each decision area.
- again through the mechanism of a Steering Group workshop, a do-minimum plus and six strategy options were identified. The do-minimum plus was a collection of schemes and measures, which whilst not committed, was felt by the Steering Group to have a high probability of proceeding. It also included a number of other measures, which while requiring investigation, were largely free-standing from other possible strategy elements. The six strategy options included elements from each decision area and each was a coherent package that could potentially form a strategy.
- the do-minimum plus and six strategy options were subject to a programme of modelling and appraisal.

The recommended strategy is described below using the seven decision areas that have been used throughout the strategy development process.

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## Roads

### *The Remitted Road Schemes*

The genesis of SEMMMS was the removal of three road proposals from the Government's programme. These were:

- the A6(M) Stockport North South Bypass;
- the A555 Manchester Airport Link Road West (MALRW);
- the A555/523 Poynton Bypass.

One of the three key deliverables from SEMMMS is recommendations on the future of these three proposals. It is helpful to recall that the Highways Agency's proposals were for:

- the A6(M) to be built to motorway standard. The proposals included a complex arrangement of collector-distributor links in the Hazel Grove area as well as works between Offerton and Hazel Grove to facilitate a connection to a dual carriageway bypass of High Lane and Disley, a scheme which has been removed from the Government's road programme.
- the A555 MALRW scheme was for a fully grade separated dual carriageway and included major rebuilding and expansion of Junction 5 on the M56;
- the A555/523 Poynton Bypass was a dual carriageway grade separated proposal, extending from the northern end of the Silk Road in Macclesfield to Poynton and including an east-west link between the extant A555 Handforth Bypass and the A6(M) proposal at Hazel Grove

It is not recommended that the proposals as developed by the Highways Agency, and removed from the Government's road programme in July 1998, form part of the strategy. Rather, it is recommended that the study area local authorities develop smaller and more appropriate scale road proposals along the protected alignments. These should be designed to provide relief for the study area communities affected by inappropriate through traffic, but not to provide a new strategic route of regional and potentially national significance.

In particular it is recommended that:

- a road is constructed between the M60 at Bredbury and the A6 at Hazel Grove following the protected alignment for the A6(M). The construction of the Stepping Hill Link between the A6 north of Hazel Grove centre and the new road forms part of the recommendation. It is recommended that the north-south bypass be constructed to dual carriageway standard with a 40/50 mph design speed. Junctions should be at-grade and most likely signal controlled;
- a bypass of Poynton is constructed. The bypass should comprise an east-west section linking the A555/A5102 junction north of Woodford to the A6 at Hazel Grove. Traffic modelling undertaken for the study indicates that a dual carriageway is more than likely required, but junctions can be accommodated at-grade.
- a reduced scale scheme is constructed in the MALRW corridor. Current traffic modelling indicates that an at-grade dual carriageway junction at Outwood Lane linking the Airport Terminal 1/3 roundabout at the end of the M56 spur to the Western end of the A555 at Handforth is insufficient and therefore a grade separated junction is under consideration.

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An at-grade junction at Styal Road will be provided. Combined with other recommendations, there is the opportunity to introduce dedicated HGV/public transport lanes along the MALRW corridor.

For the north-south bypass of the A523 a single carriageway bypass is recommended from the existing A523 at Adlington, joining the east-west section of the bypass north of Woodford;

It is recommended that the protected alignments in the development plans for the MALRW, Poynton Bypass and A6(M) proposals should be maintained for the time being. It is also recognised, however, that the reduced scale schemes recommended may be able to use modified alignments that have lower adverse environmental impacts or bring additional traffic or other benefits. Therefore, alignments may deviate from the protected routes. The implementing authorities should not feel constrained by the protected alignments.

On the A523, between the northern end of the Silk Road and Adlington, it is envisaged that capacity improvements will be required if the full benefits of the strategy to the villages and lanes between the A34 and A523 north of Macclesfield are to be achieved. It is judged, at this stage, that such improvements can be achieved through on-line (or close to line) improvements. However, it is accepted that more detailed investigation will be required by Cheshire County Council, as highway authority, in conjunction with Macclesfield Borough Council as planning authority. An off-line scheme may be required. If this is the case, traffic forecasts indicate a single carriageway scheme would be sufficient.

Integral to the recommendations outlined above is a further recommendation that road space on roads relieved by new construction is reallocated to pedestrians, cyclists, public transport and to support urban regeneration initiatives. In some locations facilities for freight traffic may be most appropriate. The exact nature of the reallocation must be a matter for the implementing authorities and should be informed by a detailed investigation of local needs and priorities, supported by consultation with local residents and businesses. If new roads are built without road space reallocation elsewhere, the traffic generation which will result will lead to a failure to achieve the benefits that have been identified as resulting from the recommended strategy.

***Other Roads***

Cheshire County Council's proposals for an A34 Alderley Edge Bypass form an integral part of the recommended strategy.

The study has examined proposals for a single carriageway bypass of the A6 through High Lane and Disley. The options considered fall wholly within Stockport Metropolitan Borough and Cheshire. It is noted that Derbyshire County Council does not wish to promote a bypass of the A6 between Disley and the Chapel-en-le-Frith bypass. The modelling and appraisal work has identified that a bypass would bring benefits to the residents of High Lane and Disley, however, the agreed specification of the SEMMMS modelling work means that it has not been possible for this study to assess whether such a bypass will have any strategic impacts on the routeing of traffic originating in or destined to the Peak Park, or on traffic passing through the Park. Furthermore, no alignment has been identified for a bypass of High Lane and Disley and so it is not possible to assess whether the environmental impacts of its construction are acceptable

or otherwise. It should be noted, however, that a single carriageway route need not follow the alignment of the earlier Highways Agency proposal and it should therefore be possible to reduce the scale of impacts on the natural environment compared with those that would occur if the Highways Agency's former scheme were built.

Consequently, it is not possible to recommend that a High Lane/Disley Bypass form part of the strategy. It is noted, however, that such a bypass would bring benefits to residents of High Lane and Disley. Further study may be appropriate and if its strategic traffic impacts and environment impacts are deemed acceptable, then a High Lane/Disley bypass would be compatible with the rest of the strategy.

The interchange between the M60, M67 and A57 at Denton is, and is forecast to remain, one of the most congested locations in the study area. With the present junction arrangement, the recommended strategy neither significantly worsens nor improves this situation. The Highways Agency has developed outline proposals to improve traffic flow through the Denton Interchange and while the scheme is relatively modest it is of such a scale (i.e. a capital cost greater than £5m) that it must form part of the Highways Agency's Targeted Programme of Improvements (TPI).

The SEMMMS strategy would benefit from an improvement of traffic conditions at Denton. A re-modelling of the junction therefore forms part of the strategy. It is recommended that the Regional Assembly includes the Highway Agency's proposals in the set of schemes it recommends for inclusion in the TPI at the next review.

A study is being undertaken by the Highways Agency to determine the future of proposals for the Mottram-Hollingworth-Tintwistle bypass. The Agency will present their assessments to the regional planning bodies, which in turn will recommend whether the scheme should be included in the TPI at the next review. As directed, SEMMMS makes no recommendation in this regard. The recommended strategy can accommodate the implementation of a Mottram-Hollingworth-Tintwistle bypass.

***Metrolink***

The proposed extension of Metrolink from the Phase 3 Airport Line (a committed scheme) at Hough End to Stockport Bus Station is endorsed by SEMMMS and therefore forms part of the recommended strategy.

A number of other Metrolink proposals were examined within the study. On the basis of this investigation, it is recommended that GMPTE, working with Stockport MBC, the City of Manchester, Railtrack and where appropriate the SRA, takes these schemes forward and, firstly, instigates a feasibility assessment of:

- an extension of Metrolink beyond Stockport to serve Portwood, Bredbury, Romiley and Rose Hill. Such an extension would require shared running with heavy rail services beyond Romiley and the interoperability of Metrolink and conventional rail services (potentially passenger and freight) will need to be demonstrated. This scheme should be considered

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in conjunction with the proposed urban metro services (see under Rail below), which includes proposals for enhancing services on the Manchester to Marple corridor.

- It is envisaged that services would operate from Rose Hill via Stockport to the Airport and Rose Hill via Stockport to Manchester City Centre and potentially beyond.

***Bus***

The development of quality bus corridors (QBCs) forms an integral part of the recommended strategy. Already, the introduction of a QBC on the A6 from Manchester to Hazel Grove is a committed scheme. There are also commitments to implement QBCs between Rochdale, Oldham, Ashton and Hyde and between Manchester and Ashton (A635), both of which affect the study area peripherally.

An extension of the scale and scope of the QBC initiative is recommended. In the early years of the strategy, QBCs should be implemented to a similar degree of priority and standard of design as those already committed. Once the new road schemes are in place and significant road space allocation is possible, the degree of priority should be increased. In each case, consultation with businesses and road users potentially affected by bus priority measures must be an integral part of the implementation process. The implementing authorities will need to consider potential impacts on businesses and road users and if there are such impacts, demonstrate that the net benefits of any proposals outweigh any disbenefits they may bring.

It is recommended that QBCs be introduced on radial corridors to Manchester City Centre in the study area, orbital corridors across the study area, on a network focused on Stockport town centre and on routes serving the Airport (see Figure 7.3). Catering for a mixture of radial and orbital movements and additional to the already committed proposals (such as for the A6 from Hazel Grove to Stockport), the corridors/routes in question are:

- Radial corridors:
  - A57 Hyde – Manchester via Denton
  - A34 East Didsbury – Manchester
  - B5093/B5167 Didsbury – Manchester via University Precinct
- Orbital Corridors:
  - A627/A560/B6104 Hyde – Stockport
  - A5145 Stockport – Urmston via Chorlton-cum-Hardy
- Stockport focused:
  - B6167 Reddish – Stockport
  - Brinnington – Stockport
  - A626 Marple – Stockport
  - Cheadle Hulme – Stockport
  - A560 Cheadle - Stockport

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An integral part of the recommended strategy is a series of bus priority measures associated with 'Skyline' branded services linking Gatley, Cheadle, Cheadle Hulme, Hale, Altrincham, Sale and Wythenshawe to the Airport. It is intended that a similar quality of service be provided on the Skyline services as the QBCs (defined by the vehicles used, information provided, the quality of waiting environments and the like).

As part of their Summer 2001 LTP annual progress report, the Greater Manchester local authorities made a major scheme bid for the QBCs which form part of the SEMMMS strategy.

The bus priority measures on the QBCs will improve journey times as well as bus service reliability and punctuality. One of the problems highlighted in the Phase 1 study was that, away from a commercial core network, bus services do not offer the frequency of service required to make them an attractive alternative to car, or provide the desired level of service for those without a car to access jobs, shops and essential services. The commercial core is defined both geographically and temporally, the latter being services on weekdays in the peak hours and the inter-peak periods.

It is recommended that GMPTE works with operators in its Quality Partnerships to deliver the following maximum scheduled service headways (and lower where justified) in the quality bus corridors:

- 10 minutes during Monday – Saturday daytime;
- 20 minutes during evenings, on Sundays and certain Bank Holidays.

Significant benefits have also been identified from increasing the level of service away from the QBCs. It is recommended that the public transport authorities (GMPTE and Cheshire and Derbyshire County Councils) introduce a network of high frequency bus services with the aim that they operate at similar maximum service headway as services on the QBCs. The network should serve residential areas not immediately served by QBCs, or by rail or Metrolink services. The precise definition of the network will be for the public transport authorities to specify in consultation with local bus operators.

Away from the QBCs and high frequency network, there are also significant benefits from increasing levels of service. While each route will have to be considered carefully on a case-by-case basis, as a rule of thumb in areas where bus services are generally infrequent, a day-time maximum service headway of 30 minutes should be the goal. Furthermore, community transport and demand responsive services complement the strategy and would be appropriate across the study area.

To deliver bus service improvements across the study area, if necessary, full use should be made of powers available to public transport authorities under the Transport Act 2000. To deliver the improvements, additional Government support for public transport authorities' revenue expenditure will be needed.

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As well as improvements to the level of bus service, it is recommended that the quality improvements from initiatives such as GMPTE's "Integrate" programme and Quality Partnership be extended across the study area by Cheshire and Derbyshire County Councils. Improvements should also be made to:

- bus stations and public transport interchanges;
- bus stop environments, either directly or as part of urban regeneration initiatives;
- the quality and scope of timetable information available:
- before bus journeys are made;
- at bus stops and bus stations; and
- during the journey.

An important consideration when implementing the recommendations for improvements to the bus network will be the need to co-ordinate the approach to enhancing services and the quality of the waiting environment. This will require study area local authorities to work together and implement an agreed programme.

***Rail***

The Phase 1 work identified that the South East Manchester rail network is an under-utilised asset. However, it is recognised that the principal constraint to developing study area rail services lies outside the study area in the Manchester Hub.

Recommendations have therefore been developed that recognise this constraint, in that there are short term measures to be implemented before Manchester Hub capacity is enhanced and longer term measures that take place when additional capacity is available. The SRA working with GMPTE, Manchester Airport plc, Railtrack, the Highways Agency and the Government Office for the North West has recently completed a study (the Greater Manchester Strategic Rail Study) that has established its agenda for increasing Manchester Hub capacity.

The consultant's report to the Steering Group for the Greater Manchester Strategic Rail Study recommended a strategy based around the principles of:

- segregating local, long distance and freight services to reduce conflicts and improve reliability;
- providing a high frequency regional and inter-regional network;
- upgrading local services to provide a similar frequency and quality of service to the Metrolink system;
- improved integration between rail services, with other public transport modes, and with car; and
- selective provision of new rail infrastructure, where this can be justified, and the protection of alignments for longer term development where appropriate.

It is an expectation and requirement for this strategy that the measures that follow from the Greater Manchester Strategic Rail Study are successful in providing additional capacity in the Manchester Hub and that they are implemented in a timely manner.

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*Short to Medium Term*

In the short term, prior to any works that may be required to address Manchester Hub capacity constraints, it is recommended that:

- the frequency of study area rail services be enhanced insofar as the Manchester Hub capacity constraints allow
- the services in the study area move towards a clock-face timetable
- rolling stock be upgraded,
- station environments are enhanced through the provision of real-time information, lighting, CCTV, passenger help points and a general improvement to their ambience and setting;
- the standard and quality of parking at existing stations should be extended where appropriate and justified.

A mechanism for such improvements is the recently awarded Northern Franchise and the letting of the Trans Pennine Express franchise. The established GMPTE Integrate initiative and the SRA's programme of incremental improvements also have roles to play. It is recommended that GMPTE and other relevant local authorities, work with the SRA to deliver the short-term improvements noted above. When considering rail enhancements, it is important that lines be treated on a 'whole route' basis, meaning that, for example, when considering the Manchester-Buxton line, enhancements should be planned for the route as a whole, not just the parts that fall within any particular local authority jurisdiction. While the costs of doing so are not included within the costs of the recommended strategy, there would be additional benefits to the strategy by addressing the rail fare discontinuity that occurs at the GMPTE boundary and results in a distortion of rail trip making patterns. It is recommended that the GMPTE, its neighbouring public transport authorities and, if appropriate the SRA, work together to address this issue.

Enhancements to orbital rail services would also bring benefits to the study area. The development of Eastern and Western links from the Airport (see below) offer significant opportunities for longer distance services through the study area which will also serve local orbital movements and will enable trains serving the Airport to bypass the Manchester Hub.

The construction of new stations between Stockport and Altrincham would create a new orbital rail service through the study area. The reintroduction of passenger services between Stalybridge, Guide Bridge and Stockport would add benefit to the strategy, and would be complemented by sub-regional and regional benefits. It is this broad package of benefits that will determine its viability. It is recommended that a study be undertaken to investigate the feasibility and costs and benefits of orbital rail links around the south and east of Manchester. This should consider returning the Stalybridge–Guide Bridge–Stockport Line to passenger traffic as well as the potential role for light rail.

*Medium to Long Term*

In the longer term it is recommended an "urban metro" service be developed. That is, subject to detailed corridor-by-corridor justification, services operating on each radial line at a four trains per hour minimum service (and perhaps more frequently) and operating at a clock face timetable.

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The urban metro service should be continued beyond the GMPTE boundary to natural route termini; for example Glossop, Buxton, New Mills, Macclesfield and Crewe. It is recognised that Manchester Hub capacity issues will need to be addressed to facilitate this recommendation. The Greater Manchester Strategic Rail Study has identified "tram-train" options as a possible way of delivering an urban metro style service on some lines. A tram-train would involve operation on the existing railway before running on-street (like Metrolink) through Manchester City Centre. The findings of the Greater Manchester Strategic Rail Study are compatible with the SEMMMS strategy: the recommendations here relate to the delivery of a level and quality of service, not the way it should be delivered.

This study has also examined two new major pieces of rail infrastructure, namely:

- the Western Link from Manchester Airport, which would continue west from the Airport rail spur, and pass under the Airport apron before joining the Chester – Altrincham Line between Ashley and Mobberley; and
- an Eastern Link from the Airport spur, crossing the Styal Line and running close to the alignment of MALRW and the A555 before joining the West Coast Main Line north of Handforth.

Both schemes are of regional and potentially national importance, and as such the benefits they bring are regional and national in scope. While both schemes bring benefits to the South East Manchester area such benefits alone are not sufficient to justify the schemes; only a consideration of the regional and national benefits can identify whether the schemes are worthwhile. There is a prima facie case that regional and national benefits of the Eastern and Western Links would be substantial. Their construction would benefit the study area. Their benefits to the study area would add to the case for their construction. Thus they are included in the strategy. It is recommended that:

- the SRA, working with Manchester Airport, Railtrack, GMPTE, Cheshire County Council and other appropriate authorities and agencies, takes forward the development and appraisal of the Western Link;
- Manchester City Council, Stockport MBC, Cheshire County Council and Macclesfield Borough Council, working with the SRA, GMPTE and if appropriate Railtrack, identify and protect an alignment for an Eastern Link through the Development Plan process. This should then lead to a full feasibility study in due course;

As preliminary assessment of a possible Eastern Link has indicated that it would have to cross the road recommended for the MALRW corridor, the road proposals be designed and built to accommodate either a rail underpass or bridge (whichever more detailed study identifies as appropriate).

The Greater Manchester LTP identifies a number of potential new rail stations in South East Manchester, namely:

- Dewsnap, on the Manchester-Glossop line in Tameside;
- at Adswood;
- at Stepping Hill and Simpson's Corner on the Buxton Line;

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- at Bradshaw Hall on the Manchester-Stockport-Wilmslow Line;
- at Cheadle, Gatley North, Baguley (providing Metrolink interchange to the committed Airport extension) and at Timperley East on the Altrincham–Stockport line.

In general, new (or replacement) stations fit well with the SEMMMS strategy, although it is recognised that each will have to be examined for their engineering and operational feasibility and appraised on their merits.

The development of rail-based park and ride also fits well with the strategy. Potential sites include Simpson's Corner and Bradshaw Hall, and the road recommendations also open new strategic opportunities where they cross radial lines (for example in the Poynton area). Dependent upon the form of the forthcoming Trans-Pennine franchise, there are also strategic park and ride opportunities at Guide Bridge. In a similar vein to new stations, each possible park and ride location will have to be investigated and appraised on its merits. Improving parking facilities at existing stations forms part of the recommended strategy. It is recommended that the local transport plan authorities, working with Railtrack and the SRA, investigate the feasibility and viability of new park and ride sites in the study area.

***Use of Road Space***

As has already been noted the reallocation of road space to pedestrians, cyclists, public transport, potentially to freight traffic and to support urban regeneration forms an integral part of the recommendations associated with the road network. In addition (and prior to the construction of the recommended road proposals) it is recommended that:

- study area local authorities reduce the impact of traffic on residential areas through the co-ordinated introduction of area-wide traffic calming and measures such as Home Zones. Such measures should be designed and implemented in such a way as to support and complement other strategy measures; and
- a study area-wide cycle network is developed and promoted;
- urban regeneration initiatives are used to promote walking and cycling in existing local, town and village centres.

In addition, study area local authorities should as a mater of urgency:

- address the backlog of maintenance required on roads and footpaths;
- review signing in the study area with a view to managing, insofar as possible, the routes taken by longer distance traffic; and
- review the study area's road hierarchy and, if appropriate, reclassify roads, remodel junction layouts and adopt parking standards and maintenance practices appropriate to their reclassification.

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***Freight***

Road freight movements in the study area will benefit from the study's recommendations for road construction. The new roads will provide higher quality routes for through freight traffic than currently offered. In addition the recommended roads will bring relief for a number of study area communities adversely impacted upon by through road freight traffic.

The Greater Manchester Strategic Rail Study has also identified a number of proposals that will benefit rail freight passing through the study area by making additional capacity available. These proposals also have the benefit of removing a proportion of rail freight from the study area's passenger lines, thus making capacity available to move towards the urban metro recommendations.

In the time leading to the construction of new roads, it is recommended that the study area local authorities establish 'quality partnerships' arrangements with goods vehicle operators that serve or pass through the study area. In particular these should focus on:

- stone traffic from the Peak District;
- deliveries to major retail establishments;
- freight traffic to/from the Airport; and
- deliveries to/from significant industrial areas.

In a similar way to established public transport quality partnerships, freight quality partnerships should formulate and codify best practice from goods vehicle operators and local authorities. Freight quality partnerships have been recognised by Government, industry and local authorities as a useful tool for seeking ways to improve efficiency and minimise impacts. A successful and committed partnership will develop an understanding of distribution issues and problems at a local level and promote constructive solutions which reconcile the need for movement of goods and provision of services with environmental and community concerns. This could result in operational practices which encourage goods vehicle movement away from peak periods, more appropriate routing strategies, and look at the options for and benefits of alternative modes of transport. Implementation of a freight quality partnership should be progressed by the Greater Manchester authorities in conjunction with Cheshire and Derbyshire County Councils, and industry representatives through their trade associations. A freight quality partnership for South East Manchester would build upon existing policies and initiatives of the study area local authorities.

To help minimise the impacts of heavy goods roads traffic while at the same time recognising the needs of business, a study area goods vehicle network of preferred routes should be established. The network should be accompanied by appropriate signing, maintenance to improve road surfaces with the aim of reducing noise and damage to goods and vehicles, and enforcement of speed and weight limits. Prior to its introduction, consultation on its scope and the methods of implementation will be required with local residents and business as well as the freight industry. Once the recommended roads are in place it will be necessary to review the goods vehicle network as well as the need and opportunity for some reallocation of road space to goods traffic.

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The Stanley Green area, close to the A34/A555 intersection, has been identified as a possible area of search for Airport satellite facilities, including for freight and significant freight generating land-uses. Its location by the West Coast Main Line and A34/A555, offers the opportunity for multi-modal access as well as high quality, reliable access to the Airport using the MALRW corridor. Such a facility would add to the benefits of a strategy, but its impacts on the green belt and local traffic would require careful study and consideration. It is recommended that detailed study is undertaken including consideration of alternative sites (which could be outside the SEMMMS area), before any proposals for Stanley Green are progressed.

Land-use policies should also support more sustainable patterns of freight movements. Industrial and commercial zoning should be focused in sites with strategic road and rail access and, wherever feasible, rail-side developments encouraged.

***Transport Change***

Recommendations relating to Transport Change fall into one of three categories:

i. behavioural change;
ii. land-use policy; or
iii. urban regeneration.

***Behavioural Change***

The largely infrastructure measures described above will bring significant benefits to different communities and social groups across the study area but the lead time for their implementation is long (with some notable exceptions). The programme of behavioural change measures recommended as part of the strategy offers two further sources of benefits:

- they potentially can result in net study area wide benefits greater than all the infrastructure measures combined; and
- they offer the opportunity to bring study area wide benefits in the short to medium term prior to the construction of new infrastructure.

The recommendations relating to behavioural change are therefore central to the strategy and in particular the need for study area wide benefits in the short term. They are integrated with all other recommendations.

It is recommended that a study area wide programme of behavioural change is adopted. The programme should:

- start immediately; and
- be applied in a co-ordinated and consistent way across the study area.

The recommended programme includes a mixture of measures, some of which can be introduced quickly, but others will take some time to implement (and will need to be co-ordinated with other strategy measures). It also includes measures which are passive, that is they are about allowing

# 3 South East Manchester Multi Modal Study Implementation Plan

study area residents to make more informed decisions about their travel, and others which are pro-active; these are about working and engaging with people to engender a change in their travel patterns.

The recommended measures include:

- the development of public relations campaigns, local information booklets on walking, cycling and public transport facilities and the development of 'before journey' public transport information. The content of the campaigns should be linked with the on-going implementation of other recommendations that form the strategy. Travel awareness initiatives should be undertaken;
- the widespread and co-ordinated application of travel plans, working first with local authorities, the health and education sectors as a precursor to wider application.
- Local authorities have the opportunity to use planning permissions and associated agreements as a method to facilitate the widest possible adoption of travel plans. The promotion of flexible and/or stepped working hours compliments this strand of work;
- the promotion of Safe Routes to Schools; and
- proactive behavioural change measures such as Travel Blending.

***Land Use Policy***

The transport strategy must be complemented by appropriate land-use policies that support the promotion of more sustainable travel patterns. Indeed, inappropriate land use developments have the potential to undermine some, or all, of the recommended strategy and erode the benefits will it bring.

There should be a presumption against development adjacent to the proposals for new roads along the protected alignments of the remitted schemes which form part of this strategy. Any developments that do proceed must be subject to rigorous sequential tests based on a hierarchy of national, regional and local economic and community importance that demonstrate that no alternative site is suitable and available and that transport impacts of the development are acceptable. The implication of this recommendation is that developer funding is not a suitable way of promoting the road elements of the strategy. There also is a concern that any inappropriate development (as defined, say, by a process of sequential tests) close to the M56 and/or M60 will result in traffic diverting from the motorway to local roads, which is turn could undermine the strategy. In this context, it is important to note that both the M56 and the M60 form part of the Network of Long Distance Strategic Routes defined in (draft) Regional Planning Guidance.

Accompanying land-use policies to support the strategy, there should be a consistent set of parking standards applied to new developments across the study area, framed within the conurbation and regional context, to seek to minimise the use of the car and promote the use of public transport, walking and cycling.

# South East Manchester Multi Modal Study Implementation Plan 3

### *Urban Regeneration*

The promotion of established village, district and town centres offers the opportunity to encourage a more sustainable pattern of movement by encouraging the use of local facilities. Underpinning current national planning guidance and policy is a view that there is a causal link between the extent that urban centres are used, and their accessibility and intrinsic quality: if people use local centres more frequently, accessing them on foot, cycle or by bus, they will use car-dependent centres and facilities less and thus travel less by car.

It is recommended that a programme of regeneration and improvement of established local centres be adopted. The implementation of a centre-focused programme should involve a number of pro-active planning and urban management actions. The following are recommended in this respect:

- "Centre Actions Plans" could be drawn up. These could include the auditing of facilities and quality of environment in established centres and also examining management needs, such as planning of leases, CCTV, facilities co-ordination and other town centre management type activities;
- for smaller centres in South East Manchester, a "local centre manager" be appointed with responsibilities for four or five local centres within a Borough. The role would include drawing up an action plan with local involvement and the support of traders, residents etc. It would also include co-ordinating the activities of highways, lighting, landscape and parks, public transport cycle, pedestrian, and planning officers to work towards a co-ordinated plan of action. The actual activities of these departments may not necessarily change radically as a result, but their programme of works and investment could be re-prioritised so that (for example) declining centres receive priority action.

### *Interchange*

Although not one of the seven decision areas used in developing the strategy, the role of interchange between public transport modes is key to its success. The orbital nature of many of the journeys that public transport needs to cater for, means that many trips will require use of two or more modes and routes. There are a number of locations in and close to the study area which will become key interchange points, these being:

- Altrincham, with bus, rail and Metrolink services;
- Manchester Airport, where the new Ground Transport Interchange will offer access to local and regional rail services, Metrolink and local and regional bus and coach services and, of course, air services;
- Stockport, where it is planned that Metrolink will terminate at the Bus Station (before onward extension). Stockport rail station offers local, regional and intercity rail services; and
- Ashton-under-Lyne, a further bus, rail and Metrolink interchange.

The recommended strategy's implementation plan includes an allowance for the improvement of facilities at these key interchanges.

# 3 South East Manchester Multi Modal Study Implementation Plan

The importance of interchange at other locations across the study area is also noted. It is recommended that the programme of rail station enhancements includes consideration and improvement of bus/rail interchange facilities and that the design of future Metrolink proposals seeks to make the most from opportunities for interchange with bus and rail services. Improvements to bus/bus interchange facilities will also be important.

Finally, it is noted that GMPTE's Integrate initiative, including the promotion of smart card ticketing and real time information, will ease and improve interchange between public transport modes. The proposals of the Integrate initiative to provide more attractive fares to passengers who make interchange trips are also important in this context.

**Monitoring Implementation**

It is recommended that a successor group to the Steering Group be formed, immediately upon the conclusion of the study, and composed principally of the current Steering Group's constituent members. This body should have the roles of:

- monitoring the timely implementation of the SEMMMS strategy as spelt out in this document;
- monitoring and co-ordinating the implementation of the strategy to ensure that the strategy's full benefits are attained;
- monitoring the impact of related policy and development issues to ensure full compliance with the philosophy combined in the SEMMMS strategy
- communicating news of progress on the strategy's implementation by continuing the consultation and participation activity initiated by this study.

# South East Manchester Multi Modal Study Implementation Plan 3

## 3.16 Appendix 2: Capital Bid for 2005/6 - 2010/11

| Scheme | 2006/7 | | | | | 2006/2007 Reserve Schemes* | | | | | 2007/8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | C | M | S | T | PTE | C | M | S | T | PTE | C | M | S | T | PTE |
| **Area Wide Initiatives** | | 132 | 62 | | | | Refunds for major scheme preparation costs will result in the sub totals against each heading being increased by a proportionate amount | 122 | | | | 114 | 350 | | |
| Consultation/ publicity | | | | 10 | 5 | | | | | | | | | 10 | 5 |
| Monitoring Strategy | | | | 20 | 15 | 10 | | | | | 10 | | | 20 | 15 |
| Studies | | | | | 50 | | | 300 | | | | | | | |
| **Sub Total** | | **132** | **62** | **30** | **70** | **10** | | **422** | | | **10** | **114** | **350** | **30** | **20** |
| | | | | | | | | | | | | | | | |
| **Transport Change** | | | | | | 40 | | | | | 55 | | | | |
| School Travel Plans | | 307 | | 75 | | | | 150 | | | | 400 | | 80 | |
| Behavioural Change | | | 80 | 40 | | | | 220 | | | | 66 | 80 | 40 | |
| Urban Regeneration: | | 403 | | | | | | 220 | | | | 520 | | | |
| Community Safety | | | | | | | | | | | | | | | |
| Town and Local Centres | 226 | | 320 | 200 | | 226 | | 320 | | | | | 200 | 300 | |
| Employment Centres | | | | 20 | | | | | | | | | | 20 | |
| Street scene inputs | | | | 50 | | | | | | | | | | 40 | |
| **Sub Total** | **226** | **710** | **400** | **385** | | **266** | | **910** | | | **55** | **986** | **280** | **480** | |
| | | | | | | | | | | | | | | | |
| **Roads (major scheme prep)** | **1000** | **180** | **1500** | | | **150** | | | | | **200** | | **700** | | |
| | | | | | | | | | | | | | | | |

| Scheme | 2006/7 | | | | | 2006/2007 Reserve Schemes* | | | | | 2007/8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | C | M | S | T | PTE | C | M | S | T | PTE | C | M | S | T | PTE |
| **Rail** | | | | | | | | | | | | | | | |
| Rail Development Zones | | | | 20 | | | | 40 | | | | | | 25 | |
| Infastructure | | | | | 240 | | | | | | | | 100 | | 500 |
| **Sub total** | | | | **20** | **240** | | | **40** | | | | | **100** | **25** | **500** |
| | | | | | | | | | | | | | | | |
| **Bus** | | | | | | 250 | | | | | 285 | | | | |
| QBC Compl/Feeder Works | | 124 | 300 | 20 | 155 | | | 300 | | | | 128 | 150 | 25 | |
| Non QBC Route Impts | | | | 20 | | | | | | | | | 150 | 25 | |
| Bus Stations/interchange | | | | | 100 | | | | | | | | | | 100 |
| Accessibility | | | | | | | | 65 | | | | | 100 | | |
| School Bus schemes | | | | | 255 | | | | | | | | | | |
| **Sub Total** | | **124** | **300** | **40** | **5100** | **250** | | **365** | | | **285** | **128** | **400** | **50** | **300** |

| Scheme | 2006/7 | | | | | 2006/2007 Reserve Schemes* | | | | | 2007/8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | C | M | S | T | PTE | C | M | S | T | PTE | C | M | S | T | PTE |
| **Use of Roadspace** | | | | | | 300 | | 60 | | | 400 | | | | |
| Cycle Route Impts | | 164 | 90 | 50 | | | | 240 | | | | 170 | 100 | 40 | |
| Disabled Facilities at Signals | | | | 35 | | | | | | | | | 50 | 18 | |
| Key Pedestrian Route Impts | | 164 | 75 | 77 | | | | 140 | | | | 163 | 75 | 55 | |
| Traffic calming/20 MPH Zones | | | 15 | 90 | | | | 15 | | | | | 50 | 90 | |
| Home Zone | | | | | | | | | | | | | | | |
| Denton Blueprint | | | | | | | | | | | | | | | |
| Direction Signing | | | | 20 | | | | 50 | | | | | 100 | | |
| Traffic Management/ SCOOT | | | 30 | | | | | 30 | | | | | 100 | | |
| **Sub Total** | | **328** | **210** | **272** | | **300** | | **535** | | | **400** | **333** | **500** | **203** | |
| | | | | | | | | | | | | | | | |
| **Freight** | | | | | | | | | | | | | **142** | | |
| | | | | | | | | | | | | | | | |
| **Maintenance** | | 19 | | | | 250 | | 200 | | | 300 | 20 | | | |
| Footways and Carriageways | | | 250 | 280 | | | | 250 | | | | | 500 | 300 | |
| Street Lighting | | | 200 | 95 | | | | 200 | | | | | 200 | 100 | |
| **Sub total** | | **19** | **500** | **375** | | **250** | | **700** | | | **300** | **20** | **700** | **400** | |
| | | | | | | | | | | | | | | | |
| **TOTAL** | **1226** | **1493** | **2972** | **1122** | **820** | **1226** | | **2972** | | | **1250** | **1581** | **3147** | **1188** | **820** |
| | | | | | | | | | | | | | | | |
| NB GMPTE is also bidding for £6.4 million revenue contribution for SEMMMS | | | | | | | | | | | | | | | |

| Scheme | 2006/7 | | | | | 2006/2007 Reserve Schemes* | | | | | 2007/8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | C | M | S | T | PTE | C | M | S | T | PTE | C | M | S | T | PTE |
| improvements, e.g. improved bus services | | | | | | | | | | | | | | | |

| Scheme | 2008/9 | | | | | 2009/10 | | | | | 2010/11 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | C | M | S | T | PTE | C | M | S | T | PTE | C | M | S | T | PTE |
| **Area Wide Initiatives** | | 114 | 350 | | | | 114 | 350 | | | | 114 | 350 | | |
| Consultation/ publicity | | | | 10 | 5 | | | | 10 | 5 | | | | 10 | 5 |
| Monitoring Strategy | 10 | | | 20 | 15 | 10 | | | 20 | 15 | 10 | | | 20 | 15 |
| Studies | | | | | | | | | | | | | | | |
| **Sub Total** | **10** | **114** | **350** | **30** | **20** | **10** | **114** | **350** | **30** | **20** | **10** | **114** | **350** | **30** | **20** |
| | | | | | | | | | | | | | | | |
| **Transport Change** | 55 | | | | | 55 | | | | | 55 | | | | |
| School Travel Plans | | 400 | | 80 | | | 400 | | 80 | | | 400 | | 80 | |
| Behavioural Change | | 66 | 80 | 25 | | | 66 | 80 | 25 | | | 66 | 80 | 25 | |
| Urban Regeneration: | | 520 | | | | | 520 | | | | | 520 | | | |
| Community Safety | | | | | | | | | | | | | | | |
| Town and Local Centres | | | 200 | 400 | | 200 | | 200 | 130 | | 200 | | 200 | 45 | |
| Employment Centres | | | 500 | 25 | | | | 500 | 45 | | | | 500 | 45 | |
| Street scene inputs | | | 200 | 25 | | | | 200 | 20 | | | | 200 | 20 | |
| **Sub Total** | **55** | **986** | **280** | **555** | | **255** | **986** | **280** | **300** | | **255** | **986** | **280** | **215** | |
| | | | | | | | | | | | | | | | |
| **Roads (major scheme prep)** | **200** | | **500** | | | **100** | | **500** | | | **100** | | **500** | | |

| Scheme | 2008/9 | | | | | 2009/10 | | | | | 2010/11 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | C | M | S | T | PTE | C | M | S | T | PTE | C | M | S | T | PTE |
| **Rail** | | | | | | | | | | | | | | | |
| Rail Development Zones | | | | 20 | | | | | | | | | | | |
| Infastructure | | | 100 | | 500 | | | 100 | | 500 | | | 100 | | 500 |
| **Sub total** | | | **100** | **20** | **500** | | | **100** | | **500** | | | **100** | | **500** |
| | | | | | | | | | | | | | | | |
| **Bus** | 285 | | | | | 200 | | | | | 200 | | | | |
| QBC Compl/Feeder Works | | 128 | 150 | 15 | | | 128 | 150 | 25 | | | 128 | 150 | 10 | |
| Non QBC Route Impts | | | 150 | 10 | 200 | | | 150 | 10 | 200 | | | 150 | 10 | 200 |
| Bus Stations/interchange | | | | | 150 | | | | | 200 | | | | | 270 |
| Accessibility | | | 100 | | | | | 100 | | 50 | | | 100 | | 50 |
| School Bus schemes | | | | | | | | | | | | | | | |
| **Sub Total** | **285** | **128** | **400** | **25** | **350** | **200** | **128** | **400** | **35** | **400** | **200** | | **400** | **20** | **470** |
| | | | | | | | | | | | | | | | |

| Scheme | 2008/9 | | | | | 2009/10 | | | | | 2010/11 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | C | M | S | T | PTE | C | M | S | T | PTE | C | M | S | T | PTE |
| **Use of Roadspace** | 400 | | | | | 400 | | | | | 400 | | | | |
| Cycle Route Impts | | 170 | 100 | 43 | | | 170 | 100 | 130 | | | 170 | 100 | 130 | |
| Disabled Facilities at Signals | | | 50 | | | | | 50 | | | | | 50 | | |
| Key Pedestrian Route Impts | | 163 | 75 | 60 | | | 163 | 75 | 90 | | | 163 | 75 | 90 | |
| Traffic calming/20 MPH Zones | | | 50 | 75 | | | | 50 | 50 | | | 550 | 50 | 40 | |
| Home Zone | | | | | | | | | 200 | | | | | 323 | |
| Denton Blueprint | | | | | | | | | | | | | | | |
| Direction Signing | | | 100 | | | | | 100 | | | | | 100 | | |
| Traffic Management/ SCOOT | | | 100 | | | | | 100 | | | | | 100 | | |
| **Sub Total** | **400** | **333** | **500** | **178** | | **400** | **333** | **500** | **470** | | **400** | **333** | **500** | **583** | |
| | | | | | | | | | | | | | | | |
| **Freight** | | | **142** | | | | | **142** | | | | | **142** | | |
| | | | | | | | | | | | | | | | |
| **Maintenance** | 300 | 20 | | | | 300 | 20 | | | | 300 | 20 | | | |
| Footways and Carriageways | | | 500 | 280 | | | | 500 | 263 | | | | 500 | 250 | |
| Street Lighting | | | 200 | 100 | | | | 200 | 90 | | | | 200 | 90 | |
| **Sub total** | **300** | **20** | **700** | **380** | | **300** | **20** | **700** | **353** | | **300** | **20** | **700** | **340** | |
| | | | | | | | | | | | | | | | |
| **TOTAL** | **1250** | **1581** | **3147** | **1188** | **870** | **1250** | **1581** | **3147** | **1188** | **920** | **1250** | **1581** | **3147** | **1188** | **990** |
| | | | | | | | | | | | | | | | |
| NB GMPTE is also bidding for £6.4 million revenue contribution for SEMMMS improvements, e.g. improved bus services | | | | | | | | | | | | | | | |

Note:

The major highway scheme, resulting from the SEMMMS study, that the Government requested is at a critical stage of development. Government is now considering the technical (traffic, design, environmental and economic) work submitted in July 2004 and the PFI Expression of interest. A decision on whether the Government wishes to proceed with the scheme is hoped for in April 2006. The approval for the continued development of the highway scheme will have a very significant effect on the SEMMMS finances for 2006/07. Approval, linked with the submitted scheme development programme, will require major progress to an expected planning submission in early 2007 (and public inquiry late 2007). The work will encompass consultation, highway design, economic and environmental appraisals, traffic assessments and legal processes.

*The allocations in the reserve schemes column give an indicative programme in 2006/07 subject to a refund of the design/preparation costs of the major scheme from Government

# Major Schemes Summaries 4

## 4.1 Ashton Northern Bypass Stage 2

| Scheme Name | Ashton Northern Bypass Stage 2 |
|---|---|
| **Promoting Authority** | **Tameside MBC** |
| **Location of Scheme** | The scheme is located in Ashton-under-Lyne, one of Greater Manchester's Key District Centres. (Grid Ref. SJ9399) |
| **Scheme Description** | Construction of a new 0.5km long single carriageway road which will complete the bypass around the north of Ashton town centre. The relieved section of Wellington Road/Penny Meadow is a key walking route into the town centre from surrounding residential areas and from town centre carparks. It forms part of the Manchester to Stalybridge Quality Bus Corridor and passes through the town centre conservation area. The relieved route will be re-arranged to benefit buses, bus passengers, pedestrians, cyclists and the built environment in the town centre. |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives (if applicable).<br><br>**Tameside Community Strategy**<br><br>The scheme is consistent with the Key Theme in the Tameside Community Strategy of promoting 'A Prosperous Society' by improving transport links into and around Ashton town centre.<br><br>**Tameside UDP**<br><br>Policy 1.2, 1.6, 1.7,, T1, T3(2)<br><br>**GMLTP1 and Provisional LTP2 Objectives Addressed:**<br><br>LTP1 Objective A, C, I, PLTP2 Objective 1,4,6– Improves access to and the attractiveness and environment of Ashton town centre assisting with improving the economic viability of the town, reducing the need to travel further to access goods and services.<br><br>LTP1 Objective E, PLT2 Objective 5 – Provides improvements to a Quality Bus Corridor serving Ashton town centre.<br><br>**GM Economic Development Plan**<br><br>Driver 2; Attracting and Retaining Investment,<br><br>Driver 6: Securing a Modern, Integrated and Efficient Transport Network<br><br>Sharing the Vision – A Strategy for Greater Manchester<br><br>Key Action 1: Promoting a Dynamic Economy<br><br>Key Action 4: Improving Connectivity<br><br>**Regional Economic Strategy**<br><br>Key Activity 4.2: Scheme is located in Ashton St Peters Ward, which is one of the 10% most deprived wards in England.<br><br>Key Activity 8.1: Scheme will support economic development and regeneration.<br><br>**RPG13**<br><br>SD1, EC5 (improves links to Ashton Moss Strategic Site), EC8, UR3, |

# 4 Major Schemes Summaries

| Scheme Name | Ashton Northern Bypass Stage 2 |
|---|---|
| | **Draft RS**S<br><br>W4 |
| | (b) Social objectives (if applicable).<br><br>**Tameside Community Strategy**<br><br>The scheme is consistent with the Key Theme in the Tameside Community Strategy of promoting 'A Safe Environment'. Commercial properties, some with residences above, on the bypassed section of Wellington Road/Penny Meadow will benefit from reduced traffic noise and emissions and a reduced risk of road accidents.<br><br>**Tameside UDP**<br><br>Policy 1.2, 1.5, 1.6, 1.12, S1, T1<br><br>**GMLTP1 and Provisional LTP2 Objectives**<br><br>LTP1 Objective B, PLTP2 Objective 2 – Reduces impact of road traffic on Ashton town centre and improves road safety<br><br>LTP1 Objective C, PLTP2 Objective 4– Assists with viability of Ashton town centre and helps reduce need to travel further and to non central locations.<br><br>LTP1 Objective E,F,G, PLTP2 Objective 5– Improves operating conditions for buses and for pedestrians and those with mobility difficulties, helping to improve access to jobs and services for non car owners.<br><br>**RPG13**<br><br>T4, SD1, EC8,<br><br>**Draft RSS**<br><br>SDF12, L1, W4 |
| | (c ) Environmental objectives (if applicable).<br><br>**Tameside Community Strategy**<br><br>The scheme is consistent with the Key Theme in the Tameside Community Strategy of promoting 'An Attractive Borough' by removing through traffic from a town centre street with high volumes of pedestrians allowing environmental improvements and enhancements for pedestrians, buses and cyclists and to the public realm to be carried out.<br><br>**Tameside UDP**<br><br>Policy 1.5, 1.6,1.9, T1, T6<br><br>**GMLTP1 and Provisional GMLTP2 Objectives**<br><br>LTP1 Objective A, PLTP2 Objective 1 – Assists with improving viability of Ashton town centre<br><br>LTP1 Objective I, PLTP2 Objective 6 – Improvements for buses, pedestrians and cyclists may contribute to reduced car use.<br><br>**RPG13** |

# Major Schemes Summaries 4

| Scheme Name | Ashton Northern Bypass Stage 2 |
|---|---|
| | SD1, EC5, EC8, UR3<br><br>**Draft RSS**<br><br>SDF12, W1, W4, RT1 |
| **Scheme Status – (Conceptual, Business Case etc)** | The Ashton Northern Bypass has been included in Tameside Council's Unitary Development Plans adopted in September 1996 and November 2004.<br><br>Planning Approval for the road was granted in September 2003. Since then, extensive consultations with the Trustees of a mosque affected by the proposals have identified a suitable relocation site and planning approval for a replacement mosque has been granted.<br><br>The necessary CPO and Side Roads Orders are been prepared. Construction could start once the Statutory Processes have been completed and Full Approval for funding received. Subject to this it is anticipated that construction could start in 2007.<br><br>An Annex E for the scheme was submitted through the GMLTP in July 2002. Provisional Approval was granted by the Secretary of State in December 2002 for this scheme with a cost of £7.74m.<br><br>The scheme has been retained in the Provisional GMLTP2 as a priority major scheme for Greater Manchester.<br><br>In December 2004, whilst the scheme retained its Provisionally Approved status, the Secretary of State remitted the scheme to the region for prioritisation. |
| **Cost £** | (a) Please state capital cost and price base.<br><br>£8.29m in August 2005 based on out-turn prices and assumed inflation at 2% |
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>Optimism bias is not included however contingencies of 5% are included within the costs. |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost? (Estimate)<br><br>Private sector funding is not available, however Stage 1 of the Ashton Northern Bypass, completed in December 2003 was wholly private sector funded. |
| **Scheme Benefits:Cost Ratio** | Please state numerically.<br><br>1.866 (BCR calculated on costs and benefits at 1998 price levels, discounted to 1998) as included in the July 2002 Annex E. |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits? Y/N<br><br>No<br><br>Ashton Northern Bypass Stage 2 will enhance the viability of Ashton town centre by improving access by public transport, cycle and on foot and by allowing upgrades to the street scene. The scheme and the town centre are located in Ashton St Peters Ward, which is within the 10% most deprived wards in England. Enhanced viability |

# 4 Major Schemes Summaries

| Scheme Name | Ashton Northern Bypass Stage 2 |
|---|---|
| | of the town centre will help ensure the retention of services and job opportunities for local people. The scheme will also improve access to the Ashton Moss Strategic Development Site. |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted? N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver to the scheme?<br><br>No |
| | (b) If TWA powers are required, have they been applied for?<br><br>N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>The reduction in traffic on the bypassed section of Wellington Road/Penny Meadow will improve the environment for the many pedestrians who use the route and for commercial premises located along its length. The route will be refurbished to create an attractive environment within Ashton town centre.<br><br>An Impact Assessment for Noise and Air Quality was prepared as part of the planning application for the scheme, approved in September 2003. This indicated that noise levels on the bypassed section of Wellington Road/Penny Meadow will be reduced but that there will be some noise increase adjacent to the new road although this is not expected to exceed the 68dB LA10 (18 hour) threshold. Modelled air quality impact for the proposed route indicates that there will be no exceedances of the Air Quality (England) Regulations 2000. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>**Strategic Fit**<br><br>Information given above demonstrates that the scheme is consistent with Tameside, Greater Manchester and Regional policies.<br><br>**Deliverability**<br><br>Scheme preparation is progressing well with design work at a fairly advanced stage. Planning approvals for the scheme and for the relocation of a mosque have been secured. Site investigation has been carried out. Consultations with Network Rail and Northern Rail regarding land acquisition, the design of boundary walls, and alterations |

# Major Schemes Summaries 4

| Scheme Name | Ashton Northern Bypass Stage 2 |
|---|---|
| | to the railway station car park have progressed to the extent that the Council is confident that all outstanding issues of detail can be resolved within the required timescales.<br><br>The necessary CPO and Side Roads Orders are been prepared. Construction could start once the Statutory Processes have been completed and Full Approval for funding received. Subject to this it is anticipated that construction could start in 2007. |

# 4 Major Schemes Summaries

## 4.2 Bolton Town Centre Public Transport Scheme

| Scheme Name | Bolton Town Centre Public Transport Scheme |
|---|---|
| **Promoting Authority** | **Bolton MBC** |
| **Location of Scheme** | Bolton, Bolton MBC.<br><br>OSGR 371808, 408849 (location of proposed interchange). |
| **Scheme Description** | Package of measures anchored by the creation of a single high quality passenger transport interchange that will serve bus and rail and act as a "gateway" to Bolton town centre. |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives (if applicable).<br><br>To support increased economic activity (GMLTP Objective 1) in Bolton town centre by improving its attractiveness and accessibility.<br><br>To improve connectivity within Greater Manchester through enhanced bus / rail interchange facilities (GMLTP Objective 7) |
| | (b) Social objectives (if applicable).<br><br>To reduce social exclusion (GMLTP Objective 5) by providing transport facilities that are accessible to all. |
| | (c ) Environmental objectives (if applicable).<br><br>To induce modal shift from car by improving bus travel for journeys to/from Bolton, and by improving bus-rail interchange for journeys between Bolton and the Regional Centre, therefore assisting in reducing congestion (GMLTP Objective 6) and minimising environmental damage (GMLTP Objective 3).<br><br>To support complementary land use and transport policies (GMLTP Objective 4) by providing high quality facilities that encourage greater use of public transport. |
| **Scheme Status – (Conceptual, Business Case etc)** | Outline appraisal carried out.<br><br>Major scheme proposal for LTP2 drafted. |
| **Cost £** | (a) Please state capital cost and price base.<br><br>£21.9m, 2002 prices. |
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>No, but 24% is allowed for in calculating b/c ratio. |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost? (Estimate)<br><br>Private sector contributions will be sought for junction improvements that form part of the strategy. |
| **Scheme Benefits:Cost Ratio** | Please state numerically.<br><br>1.4. |

# Major Schemes Summaries 4

| Scheme Name | Bolton Town Centre Public Transport Scheme |
|---|---|
| | The benefit to cost ratio quoted here refers only to the proposed new interchange and not to the full package of measures. It is therefore likely to understate the case for the scheme. |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits?<br><br>An Economic Impact Report has not been prepared. |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No. |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted? N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver to the scheme?<br><br>No. |
| | (b) If TWA powers are required, have they been applied for?<br><br>N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>No. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>A major scheme bid for the scheme is anticipated in 2006. Subject to funding availability, implementation could commence in 2007/2008 with the scheme becoming operational in 2009/10.<br><br>The strategy provides an important complement to the planned capacity enhancement on the Wigan – Bolton – Manchester rail corridor which would provide higher capacity rolling stock.<br><br>The strategy also complements wider LTP2 Integrated Transport measures aimed at reducing car use and increasing the use of public transport, including Quality Bus Corridor programmes through the town.<br><br>A contribution of £2.5m to the strategy from the Transport Infrastructure Fund (a fund specific to transport in the Districts of Bolton and Wigan) is planned. |

# 4 Major Schemes Summaries

## 4.3 Glossup Spur

| Scheme Name | Glossop Spur |
|---|---|
| **Promoting Authority** | **Tameside Metropolitan Borough Council** |
| **Location of Scheme** | The Scheme is located close to the village of Hollingworth in Tameside |
| **Scheme Description** | The Glossop Spur is the local authority element of a larger highways improvement scheme, which also includes the Highways Agency promoted A628 Mottram-Tintwistle Bypass. The two elements are intrinsically linked and comprise a comprehensive bypass solution for the traffic related problems experienced in the villages of Mottram, Hollingworth and Tintwistle. The overall scheme also provides relief for other residential communities in Longdendale which are exposed to diverted traffic.<br><br>The Glossop Spur is a 1.2km long single carriageway road, with roundabout junctions at each end. The scheme, which extends the Highways Agency's scheme, provides additional traffic relief/public transport benefits to Hollingworth and other local villages (eg Broadbottom).<br><br>The proposal is primarily concerned with the relief of the A57 route between Mottram and Glossop, which forms part of a key strategic link between the cities of Manchester and Sheffield. The A57 is also an important link to the A628 Trunk Road that also connects Manchester to Sheffield and other towns in South Yorkshire.<br><br>Removing through traffic from the existing roads which pass through the villages of Mottram, Hollingworth, Tintwistle, Broadbottom, Hattersley, Charlesworth and Gamesley, will improve significantly the journey times and reliability of the bus services running between and through these villages to Glossop, Hyde, Ashton, Stalybridge and Manchester. In addition the improved road conditions will provide substantially improved environment and opportunities for better pedestrian and cycling facilities, measures to assist in the above are to be promoted in parallel with the road scheme. |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | **(a) Economic objectives (if applicable).**<br><br>**GM Local Transport Plan**<br><br>2.12 Regeneration<br><br>**Provisional GM Local Transport Plan 2**<br><br>3.3.4 Complementary land use and transportation strategies<br><br>3.3.5 Improved accessibility<br><br>3.3.6 Reduce congestion<br><br>3.3.7 Improve strategic transport Links<br><br>2.18 Better working with the Business Sector<br><br>**GM Economic Development Plan**<br><br>Driver 2, 'Attracting & Retaining Investment, Visitors and Talent' by providing the infrastructure that employers need |

# Major Schemes Summaries 4

| Scheme Name | Glossop Spur |
|---|---|
| | Driver 4, 'Achieving Economic Inclusion' – including the removal of barriers for people accessing work<br><br>Driver 6, 'Securing a Modern, Integrated and Efficient Transport Network'.<br><br>**Accelerating Economic Growth – An Implementation Plan for Greater Manchester**<br><br>Theme 4, 'Creating Conditions for Sustainable Growth' (including infrastructure, regeneration and transport)<br><br>Theme 3, 'Growing the labour force' (including inactivity/exclusion and inward migration)<br><br>**Sharing the Vision – A Strategy for Greater Manchester**<br><br>Key Action 1, Promoting a Dynamic Economy' (includes transport and accessibility)<br><br>Key Action 4, 'Improving Connectivity'<br><br>Key Action 6, 'Creating Sustainable Communities'<br><br>**Tameside Unitary Development Plan**<br><br>1.2 Maintaining an integrated transport strategy<br><br>1.6 Securing Urban Regeneration<br><br>1.9 Maintaining access to local employment services<br><br>1.12 Ensuring and accessible safe and healthy environment<br><br>S1 Town centre improvements<br><br>T1 Highway Improvements and Traffic management<br><br>**Regional Spatial Strategy (RPG13)Regional Economic**<br><br>Revive local economies (focussed on urban centres)<br><br>Provide necessary transport infrastructure to promote use of sites for manufacturing industry<br><br>**Draft Regional Spatial Strategy**<br><br>6.4.1 &6.4.2 Supporting regeneration<br><br>**Regional Economic Strategy**<br><br>Objective 4 (Deliver Urban Renaissance), including Key Activity 4.2, 'Support the regeneration of the most deprived areas and most deprived wards by strengthening their wider economic base'<br><br>Objective 6 (Secure Economic Inclusion), including Key Activity 6.1, 'Secure Economic Inclusion' and Key Activity 6.7, 'improve the physical accessibility of job opportunities through transport initiatives…' |

# 4 Major Schemes Summaries

| Scheme Name | Glossop Spur |
|---|---|
| | Objective 8, (Develop the strategic transport, communications and economic infrastructure), including Key Activity 8.1, 'Identify and champion the implementation of strategic transport initiatives required to support economic development and regeneration'.<br><br>**Moving Forward – The Northern Way**<br><br>Priority 1, 'Create premier transit systems in each city region and stronger linkages between city regions'<br><br>Priority 9, 'Create truly sustainable communities' |
| | **North European Trade Axis (NETA**)<br><br>'to improve economic and social cohesion within a positive environmental context through more sustainable modes of trade and transport, to enhance both prosperity and quality of life' Tameside is firmly situated within the NETA Corridor<br><br>**City Region Development Programme**<br><br>'Improve the connectivity of the city region' through the promotion of multi modal transport systems within the City Region (which includes High Peak and Derbyshire)<br><br>**(b) Social objectives (if applicable)**.<br><br>**GM Local Transport Pla**n<br><br>2.14 Better Public Health<br><br>2.15 Better Links with Education Providers<br><br>2.16 Improved Community Safety (Including road safety)<br><br>**Provisional Local Transport Plan 2**<br><br>3.3.2 improved community safety<br><br>3.3.3 improved health and quality of life<br><br>3.3.5 improved accessibility<br><br>3.3.5 improved social inclusion<br><br>**Unitary Development Plan**<br><br>1.2 Maintaining an integrated transport strategy<br><br>1.7 Supporting the role of town centres<br><br>1.12 Ensuring an accessible, safe and healthy environment<br><br>**Regional Spatial Strategy (RPG13)**<br><br>UR2 An inclusive social infrastructure<br><br>UR3 Promoting social inclusion through urban accessibility and mobility<br><br>**Draft Regional Spatial Strategy** |

# Major Schemes Summaries 4

| Scheme Name | Glossop Spur |
|---|---|
| | L1 Achieving social inclusion and accessibility<br><br>UR1 Urban Renaissance reviving communities<br><br>UR3 Promoting social inclusion through urban accessibility and mobility<br><br>6.4.2 &7 Reduced social exclusion in Greater Manchester<br><br>6.4.5 Reduced social effects of transport including road safety etc<br><br>**Tameside Community Strategy**<br><br>Priority 6, 'An Attractive Borough', to increase bus use within Tameside |
| | **(c ) Environmental objectives (if applicable).**<br><br>**Greater Manchester Local Transport Plan**<br><br>2.13 Improved Public Transport<br><br>2.17 Improvements to the Environment<br><br>2.17 Improved walking and Cycling<br><br>2.17 Improving Air quality<br><br>2.17 Reducing noise<br><br>6.10 Highways Improvements<br><br>**Provisional Greater Manchester Local Transport Plan**<br><br>4.4.5.a) & 4.4.3.2 Major schemes the Glossop Spur<br><br>3.3.4 Improved public transport<br><br>3.3.1 Improved environment<br><br>3.3.2 Improved road safety<br><br>3.3.3 Improved air quality<br><br>3.3.8 Making the best use and value for money<br><br>**Unitary Development Plan**<br><br>1.2 Maintaining an integrated transport strategy<br><br>1.9 Maintaining local access to employment and services<br><br>T1 Highway improvement and traffic management<br><br>**Regional Spatial Strategy (RPG13)**<br><br>UR3 Promoting social inclusion through urban accessibility and mobility<br><br>EQ2 Air quality<br><br>**Draft Regional Spatial Strategy** |

# 4 Major Schemes Summaries

| Scheme Name | Glossop Spur |
|---|---|
| | Locate development in sustainable locations, with particular emphasis on links to public transport<br><br>6.4.4 Improved public transport, cycling and walking<br><br>6.4.4 Improved environment<br><br>6.4.5 improving the highway network |
| **Scheme Status – (Conceptual, Business Case etc)** | The Glossop Spur is included in Tameside Council's Unitary Development Plan. In 2002 the scheme was retained in the plan following examination at Public Inquiry. On this basis, the scheme has secured in principle planning approval from the Council and the Secretary of State.<br><br>In 2000 following submission of an Annex E through the GMLTP the Secretary of State granted provisional approval for the Spur, approving a sum of £7.18m.<br><br>The scheme has been retained in the Provisional GMLTP2 as a priority major scheme for Greater Manchester.<br><br>In 2004 whilst retaining its provisional approval status, the Secretary of State remitted the scheme to the region for prioritisation.<br><br>A detailed planning application has been submitted to the relevant Planning Authorities (Tameside and High Peak Councils) for the Spur. Whilst, subject to objections, a Public Inquiry may be called, the issues involved will be limited to CPO's. Public Rights of Way and Private Means of Access. The expectation is that the two elements of the overall scheme will be dealt with at 'back to back' inquiries.<br><br>The HA has recently appointed Mowlem PLC under the Highways Agency's Early Contractor Involvement (ECI) initiative, to take theMottram – Tintwistle scheme forward. This allows for detailed planning work to be carried out while the scheme is taken through the statutory procedures.<br><br>The next stage will be the publication of Draft Orders under the Highways Act 1980, which seek the powers necessary to acquire the land and build the scheme. At this stage the public will have a chance to comment on, support or object to the proposals.<br><br>It is anticipated that a Public Inquiry will be held in front of an Independent Inspector in 2006. The decision to proceed with the scheme will be taken after the Secretary of State for Transport has considered the Inspector's Report. |
| **Cost £** | (a) Please state capital cost and price base.<br><br>The capital cost of the scheme is £7.18m based on outturn prices of 2005/06. The costs and benefits have been discounted to 1994 prices.<br><br>In the provisional GMLTP2 the scheme costs have been increased to £8.081 to accommodate inflationary increase.<br><br>Discussion has commenced with the Highways Agency and their contractors to incorporate the Glossop Spur into the ECI contract. This will involve Mowlems identifying a target price for the scheme taking into account the likely cost saving produced by combining the two schemes. |

# Major Schemes Summaries 4

| Scheme Name | Glossop Spur |
|---|---|
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>Optimism bias has not been accommodated, however, the cost/benefit ratio for the scheme is 7.81 (Low Growth) and 13.32 (High Growth). (Annex E, 2000)<br><br>On this basis if an adjustment for optimism bias were applied to the cost/benefit ratio it is likely that the ratio would still be significantly positive |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost? (Estimate)<br><br>Whilst private sector funding is not available, it is expected that the Bypass and Spur will be constructed as a single scheme by the contractors appointed be the Highways Agency under their ECI commission. To this end, the HA made reference in their tender documents to the possibility of their contact being extended to include the Glossop Spur. On this basis it can be expected that the overall cost to the public will be reduced and the cost to the community due to disruption during construction will be minimised. |
| **Scheme Benefits:Cost Ratio** | Please state numerically.<br><br>The cost/benefit ratio for the scheme is 7.81 (LG) and 13.32 (HG) |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits? No<br><br>Whilst a formal assessment has not been carried out High Peak Borough Council have brownfield development plans to assist the community of Glossopdale aimed at providing new job locally. The Glossop Spur and Mottram to Tintwistle Bypass will assist in this by improving accessibility for all road users<br><br>From a GM perspective, the scheme is aimed at addressing environmental/social/sustainable transport issues and is not aimed at increasing the design capacity of the route. Existing congestion will be removed thereby improving journey times for strategic traffic.<br><br>: |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted? Y/N na |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver to the scheme?<br><br>No |
| | (b) If TWA powers are required, have they been applied for? |

# 4 Major Schemes Summaries

| Scheme Name | Glossop Spur |
|---|---|
| | N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>No listed buildings are demolished by the scheme<br><br>Whilst the scheme does pass through green belt the surrounding land will retain its current use as primarily grazing farm land.<br><br>A comprehensive environmental assessment has been prepared as part of the planning application. The scheme design and related mitigation measures will address the environmental issues as required. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>In 1988 following removal of the A628 Mottram-Tintwistle bypass from the Trunk Road Programme, a lobbying campaign was undertaken by a partnership of local MP's and Local Authorities. This included the MP's from Longdendale and Glossop together with Tameside MBC, Derbyshire CC, High Peak BC, Barnsley MBC and The Peak Park Planning Authority. This support is focused through the Peak Park Transport Forum of which the above are Members, together with other transport authorities in the South Pennines area including the PTA's. An integrated strategy developed and approved by the PPTF, the South Pennines Integrated Strategy includes the Mottram-Tintwistle Bypass as a key element.<br><br>In 1992 the Secretary of State announced the preferred route for the scheme designed to relieve the Longdendale villages. Included was the statement that the Highways Agency would be responsible for progressing the Bypass and the Local Highways Authorities for the Spur.<br><br>Throughout the development of the bypass and spur the respective authorities have worked closely together to ensure the schemes have been developed in parallel. This is intended to ensure the appraisal work and designs are compatible and can be taken through public inquiry as a single scheme. The programme for the overall scheme is dictated by the HA's bypass programme. |

# Major Schemes Summaries 4

## 4.4 Highway Retaining Walls Strengthening Scheme

| Scheme Name | Greater Manchester Authorities Highway Retaining Walls Strengthening Scheme |
|---|---|
| **Promoting Authority** | **Stockport MBC**<br><br>**Oldham MBC**<br><br>**Rochdale MBC**<br><br>**Tameside MBC** |
| **Location of Scheme** | Borough wide in all four districts |
| **Scheme Description** | Following assessments of highway retaining walls in Oldham and Stockport, it is evident that there are substantial lengths requiring significant strengthening and refurbishment work in order to meet current safety standards. This work will include strengthening, reconstruction and parapet replacement to existing structures and in some cases new construction to stabilise steep slopes.<br><br>Rochdale MBC and Tameside MBC have yet to complete a first round of condition assessments, but both have projected from their existing condition data that they will also have significant lengths of retaining wall requiring strengthening and refurbishment.<br><br>Stockport is nearing completion of assessments of its highway retaining walls. By the end of 2004/05 a total of 40 retaining walls (some 3.5km length) were identified as requiring strengthening and other repair works to bring them in line with safety standards. Condition data from the remaining 30% of inspections are pending.<br><br>Oldham has an established GIS retaining wall database providing condition data on walls throughout their borough. Their bid is the continuation of works previously highlighted in their successful £14m Supplementary Major Maintenance Scheme Bid in 2001 but due to the award made at that time, could not be funded.<br><br>It is proposed that all four districts work jointly on a 5 year programme of repair and reconstruction of retaining walls failing to meet current safety standards. As Tameside and Rochdale have yet to complete their assessments, safety works in these districts will be programmed for 2008/09-2010/11. Stockport will complete their assessment of the remaining 30% of retaining walls in 2005/06. |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives (if applicable).<br><br>Retaining walls (including parapets) are a vital element of the highway infrastructure and as such have a crucial function in the LTP2 contribution to improving the connectivity of the city region internally, across the North and nationally, as well as connecting communities in outlying rural areas to the conurbation.<br><br>Improving links between city regions in the North is a key theme in the Northern Way Growth strategy (C8, 8.14) and Regional Economic Strategy (2003, 8 and 2005 draft Infrastructure Activity 2) in order to promote the competitiveness of the region as a whole. Many of these retaining walls affect routes that provide important links across the Pennines, connecting Manchester to cities in West and South Yorkshire (particularly Sheffield). Many of these routes are crucial freight links as outlined in the network developed as part of the Greater Manchester Freight Strategy, and work will be required to strengthen retaining walls to current loading criteria.<br><br>In addition, important local employment and commercial centres exist in outlying regions of the Manchester conurbation. If these areas are to be sustainable and developed appropriately, a reliable highway infrastructure is essential to attract commercial investment. Many of these routes are crucial for providing access to the regeneration areas of East Manchester. The Northern Way Growth Strategy (C8, 8.9) |

# 4 Major Schemes Summaries

| Scheme Name | Greater Manchester Authorities Highway Retaining Walls Strengthening Scheme |
|---|---|
| | recognises that within North West city regions the predominant public transport option will continue to be the bus, and this places additional importance on ensuring the highway network can support future aspirations for public transport.<br><br>This scheme will contribute to the achievement of LTP2 Objectives No. 1 (support increased economic activity in sustainable ways), No.2 (Improve road and community safety and security) No.7 (improving links for passengers and freight) and No.8 (ensuring value for money in maintenance and improvement of existing highway infrastructure). |
| | (b) Social objectives (if applicable).<br><br>Safety of the highway network is the paramount objective of this bid. Ensuring the safety of public highways is an element in Corporate Plans in all four districts and is encompassed in LTP Objective No.2 and is implicit in the Regional Spatial Strategy (RT2). Although policies related to road safety refer principally to traffic management and awareness raising measures, the safety of the highway infrastructure must also be an assumed basis for these measures.<br><br>As mentioned in (a) above, the majority of highway retaining walls occur in the outlying regions of the Manchester Conurbation. This scheme will help to contribute to LTP2 Objective No.5 (improve accessibility to meet needs and promote social inclusion) by ensuring a reliable, safe and available highway ensuring access to facilities in the urban areas and at the same time encouraging the pursuit of leisure and tourism activities from the conurbations and even wider afield. |
| | (c ) Environmental objectives (if applicable).<br><br>This scheme clearly supports RSS Policy RT8, which gives the highest priority to maintenance of existing transport network and assets and LTP2 Objective No 8 (to maintain, improve and make best use of existing infrastructure…). RT8 recognises a "…fundamental need…" to maintain existing assets and to halt further deterioration in the highway network. Whilst some visual and noise impact can be expected within the immediate vicinity during any construction works, the resultant stabilisation of slopes will constitute an enhancement to the local environment.<br><br>Strengthening and reconstruction of existing walls "on line" reduces any additional land requirements to practically nil. The recovery of recyclable materials where possible e.g. the re-use of existing walling stone, particularly in the more rural areas, ensures that the environmental impact of any works are minimised and in many cases the visual impact is enhanced and local heritage maintained. This will also accord with the RSS policy EM8 (secondary and recycled aggregates). Where necessary sympathetic landscaping will be integral with work programmes and every attempt will be made to retain existing trees and preserve habitats. |
| **Scheme Status – (Conceptual, Business Case etc)** | Conceptual |
| **Cost £** | (a) Please state capital cost and price base.<br><br>Oldham MBC £20M<br><br>Stockport MBC £5M<br><br>Rochdale MBC £5M<br><br>Tameside MBC £5M<br><br>**Total: £35M** |

# Major Schemes Summaries 4

| Scheme Name | Greater Manchester Authorities Highway Retaining Walls Strengthening Scheme |
|---|---|
| | Some detailed costings are available for retaining walls inspected so far. Where information is not available the costs are based on retaining wall lengths and projections from current condition data. |
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>Optimism bias has not been included |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost?<br><br>None |
| **Scheme Benefits:Cost Ratio** | Please state numerically.<br><br>An appraisal has yet to be carried out for this scheme, although as part of OMBC's Supplementary Major Maintenance Scheme Bid in 2001, an assessment of impacts in accordance with the NATA Appraisal Framework was undertaken resulting in a Cost / Benefit Ratio of 4.6.<br><br>The work comprising this bid is of a similar nature to OMBC's original scheme. |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits? N<br><br>If so, please state result: |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted? N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver to the scheme?<br><br>No |
| | (b) If TWA powers are required, have they been applied for?<br><br>N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>N/A |

# 4 Major Schemes Summaries

| Scheme Name | Greater Manchester Authorities Highway Retaining Walls Strengthening Scheme |
|---|---|
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>**Strategic Fit**<br><br>Maintenance of the existing infrastructure and making best use of existing resources are fundamental and recurring priorities throughout numerous strategy / policy documents including the Government's 2004 Transport White Paper, and the emerging new Regional Spatial Strategy / Regional Transport Strategy which will replace the NW Regional Planning Guidance. As these policy documents inform the GM LTP2, this scheme supports many detailed objectives contained within GMLTP 2 as highlighted above.<br><br>**Deliverability**<br><br>The joint approach will enable the development of corridor programmes where routes cross district boundaries (under a single tender, if desirable). This will also reduce costs for tendering and programme management etc. One of the district partners in this bid (OMBC) has a successful track record of delivering a sustained programme of retaining wall works with the completion in 2005/06 of an initial £14million work programme. Through an innovative partnering contract, very high standards of workmanship, value for money and completion to time and budget has been achieved. By working with all partners in this bid, this experience and expertise can be shared to maximise the benefits throughout the Greater Manchester region.<br><br>On a practical level, given the general "on line" replacement or strengthening of existing walls, CPO's are not required and consequently the inherent delays, uncertainty and additional costs associated with CPO procedures are avoided, leading to much greater confidence of deliverability within set timescales.<br><br>The substantial backlog of structural maintenance work on retaining walls can only be delivered at present through the submission of a Major Scheme Bid. The current formulaic approach to the block allocation of structural maintenance funding does not take any account of a local authorities retaining wall stock.<br><br>Even if local authorities were to divert resources to addressing the retaining wall issue, the actual scale of the problem, the funds available and the pressures on the maintenance budget from the areas for which it was intended i.e. roads and bridges, preclude any real improvement being made. If a step change in the condition of the existing highway retaining wall stock in the region is to be achieved major schemes of this nature are urgently required. |

## 4.5 Greater Manchester Urban Traffic Control (GMUTC)

| Scheme Name | Greater Manchester Urban Traffic Control (GMUTC) Major Scheme |
|---|---|
| **Promoting Authority** | **Association of Greater Manchester Authorities (AGMA)** |
| **Location of Scheme** | State nearest village / town and district. (Include Grid Ref if known).<br><br>Greater Manchester |
| **Scheme Description** | E.g. Conversion of train station into bus/train interchange.<br><br>■ The implementation of adaptive traffic signal control (SCOOT) in networks of linked traffic signals that have not benefited from investment in SCOOT under district or bus priority schemes;<br><br>■ Introducing safer and more efficient traffic control systems (MOVA) at isolated traffic signal sites that are not linked to the urban traffic control system;<br><br>■ Continuing the renewal of obsolete traffic control equipment and introduction of new technology with safety and environmental benefits particularly signal controlled crossings; and<br><br>■ The migration of the existing urban traffic control system towards a modern communications platform which will permit the implementation of a wide range of Intelligent Transport Systems throughout Greater Manchester. |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives (if applicable).<br><br>More widespread public transport priority and better pedestrian facilities provided by Puffins (to replace Pelicans) to improve accessibility within the regional centre and town and district centres. (LTP2 3.3 objectives 1, 5& 7)<br><br>The introduction of SCOOT and MOVA will reduce the economic costs of travel delay in the network. LTP2 7.3 objective 6 |
| | (b) Social objectives (if applicable). |
| | (c ) Environmental objectives (if applicable).<br><br>Safety will be improved through improvements in traffic signal operation, equipment reliability and the adoption of modern cabling standards at installations. (LTP2 3.3 objective 2)<br><br>Air quality will improve through the reduction in congestion brought about by SCOOT. Public transport priority through SCOOT will encourage a switch to more sustainable modes. (LTP2 3.3 objective 3) |
| **Scheme Status – (Conceptual, Business Case etc)** | Business case submitted & awaiting programme entry / conditional approval. |
| **Cost £** | (a) Please state capital cost and price base.<br><br>£13.536m based on current year prices for the relevant year of funding during the LTP period – ie the figures include inflation. |
| | (b) Does cost include any optimism bias and if so what percentage? |

# 4 Major Schemes Summaries

| Scheme Name | Greater Manchester Urban Traffic Control (GMUTC) Major Scheme |
|---|---|
| | None |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost? (Estimate)<br><br>No private funding is available for the scheme. |
| **Scheme Benefits:Cost Ratio** | Please state numerically.<br><br>BCR=7.4 |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits? Y/N<br><br>No<br><br>If so, please state result: |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted? N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver to the scheme?<br><br>No |
| | (b) If TWA powers are required, have they been applied for?<br><br>N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>No deterioration to the environment. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>The essence of the GMUTC major scheme is to make best use of the transport network (a key aim of the greater Manchester Integrated Transport Strategy) and LTP2.<br><br>■ Maximising the capacity of the highway infrastructure by using modern control techniques and new technology to provide more efficient traffic signal control; |

# Major Schemes Summaries 4

| Scheme Name | Greater Manchester Urban Traffic Control (GMUTC) Major Scheme |
|---|---|
| | ■ Promoting more efficient forms of transport through increased priority to buses using pre-emption and thereby encouraging a modal shift;<br><br>■ Improving the standard of provision for pedestrians by upgrading obsolete traffic signal equipment and converting pelicans to Puffins or Toucans;<br><br>■ Replacing the UTC communications with higher capacity UTMC based digital systems to reduce current costs and to provide increased capacity and capability in the communications network to support the introduction of ITS cost effectively. |

# 4 Major Schemes Summaries

## 4.6 Leigh-Salford-Manchester QBC

| Scheme Name | Leigh-Salford-Manchester QBC |
|---|---|
| **Promoting Authority** | **Greater Manchester Passenger Transport Authority** |
| **Location of Scheme** | Leigh – Tyldesley – Ellenbrook – Salford - Manchester.<br><br>Manchester, Salford, and Wigan Districts. |
| **Scheme Description** | A 21km Quality Bus Corridor between Leigh and Manchester, 8km of which will be a segregated guided busway, with the remainder being predominantly segregated bus priority measures to deliver improved reliability and journey times. State-of-the-art, highly specified vehicles will operate along it. The proposal includes facilities to deliver level boarding along the full length of the corridor |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives.<br><br>To support increased levels of activity in the Regional Centre, Central Salford and Leigh (GMLTP Objective 1) by improving accessibility through an upgraded public transport corridor.<br><br>To improve links with the wider Greater Manchester travel to work area (GMLTP Objective 7)<br><br>To make best use of the transport system by facilitating full integration with the existing bus route network and reopening a disused railway for transport use (LTP Objective 8). |
| | (b) Social objectives<br><br>To improve road and community safety, particularly for the most vulnerable users of the transport network (GMLTP Objective 2) by management of traffic on A580 and A6.<br><br>To reduce social exclusion by providing better access to employment and other opportunities in the Regional Centre, Salford, and Leigh, through a fast and frequent bus service to areas which presently have poor connections and slow, infrequent services (GMLTP Objective 5). |
| | (c) Environmental objectives<br><br>● To minimise the environmental damage caused by transport, by inducing modal shift from car to bus, thereby improving the quality of life & the health of the local population (GMLTP Objective 6).<br><br>● To support complementary land use and transport policies (GMLTP Objective 4) by providing a high quality bus service that encourages greater use of public transport. The scheme forms an integral part of development plans for Central Salford, where improved public transport is regarded as essential to support the area's regeneration plans.<br><br>● Traffic on A580 and A6 will be managed so as to reduce congestion, improve reliability, and reduce the overall proportion of trips by car (GMLTP Objective 6) without detriment to the regeneration of centres. |
| **Scheme Status – (Conceptual, Business Case etc)** | Provisional Acceptance in 2000, Remitted to the Regions in 2004 |
| **Cost £** | (a) Please state capital cost and price base. |

# Major Schemes Summaries 4

| Scheme Name | Leigh-Salford-Manchester QBC |
|---|---|
| | £42.3m, 3rd Quarter 2003 |
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>● No, but 24% was included in calculating the b/c ratio. |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost?<br><br>Not at present, but there may be some developer contributions in the future. |
| **Scheme Benefits:Cost Ratio** | Please state numerically.<br><br>A ratio of 1.3:1 has been presented to the DfT. Recent work assessing the scheme over a 60 year period indicates a ratio of 1.9:1.<br><br>Note that the b/c ratio relates to the end-to-end service only. Additional benefits are expected from other bus routes using short sections of the corridor to improve journey times or create new links. |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits?<br><br>An Economic Impact Report has not been prepared but analysis for the AST concluded that the scheme will have a slight beneficial effect on the wider economy.. |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No. |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted? N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver to the scheme?<br><br>Yes |
| | (b) If TWA powers are required, have they been applied for?<br><br>Yes |
| | (c) Have TWA powers been awarded?<br><br>Yes |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>The results of the Environmental Assessment presented to the Public Inquiry in 2002 were: |

# 4 Major Schemes Summaries

| Scheme Name | Leigh-Salford-Manchester QBC |
|---|---|
| | Noise Level: Slightly adverse impact<br><br>Local Air Quality: Slightly adverse impact<br><br>Landscape: Slightly adverse impact<br><br>Biodiversity: Slightly adverse impact |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>This scheme provides high quality public transport in a congested corridor with rapidly growing travel demands, where traffic is nonetheless insufficient to support a rail-based solution.<br><br>It could form the starting point of a low-cost, county-wide BRT network radiating from the Regional Centre, covering corridors not served by the rail and Metrolink networks.<br><br>Powers for the scheme have been obtained and delivery is expected to be relatively straightforward. |

# Major Schemes Summaries 4

## 4.7 M60 JETTS QBC

| Scheme Name | M60 JETTS QBC |
|---|---|
| **Promoting Authority** | **Greater Manchester Passenger Transport Authority** |
| **Location of Scheme** | North and North-West of Manchester City Centre, including the Districts of Salford, Bolton, Manchester, Oldham, Bury and Rochdale. |
| **Scheme Description** | A network of Quality Bus Corridors in the North and North-West of Greater Manchester. |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives (if applicable).<br><br>To support increased levels of activity in the centres of Bolton, Bury, Oldham, Salford, Rochdale and Manchester (GMLTP Objective 1) by improving accessibility through upgraded public transport corridors.<br><br>To improve links with the wider Greater Manchester travel to work area (GMLTP Objective 7).<br><br>To make best use of the transport system by facilitating full integration with the existing bus route network (GMLTP Objective 8). |
| | (b) Social objectives (if applicable).<br><br>To improve road and community safety, particularly for the most vulnerable users of the transport network (GMLTP Objective 2) through traffic management that considers the needs of all road users, including pedestrians and bus passengers.<br><br>To reduce social exclusion (GMLTP Objective 5) by providing better access to employment and other opportunities in Manchester, Bolton, Bury, Oldham, Salford, Rochdale, through fast, frequent and reliable bus services. |
| | (c ) Environmental objectives (if applicable).<br><br>● To minimise the environmental damage caused by transport (GMLTP Objective 3) by inducing modal shift from car to bus, thereby improving the quality of life and the health of the local population.<br><br>● To support complementary land use and transport policies (GMLTP Objective 4) on the QBC corridors by providing a high quality bus service that encourages greater use of public transport.<br><br>● By managing traffic on the QBC corridors so as to reduce congestion and improve reliability, to reduce the overall proportion of trips by car without detriment to the regeneration of centres (GMLTP Objective 6). |
| **Scheme Status – (Conceptual, Business Case etc)** | Provisional Acceptance in 2003, Remitted to the Regions in 2004 |
| **Cost £** | (a) Please state capital cost and price base.<br><br>£21.6 million, 1998 prices. |
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>No. |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost? |

# 4 Major Schemes Summaries

| Scheme Name | M60 JETTS QBC |
|---|---|
| | No private sector contribution is anticipated. |
| **Scheme Benefits:Cost Ratio** | Please state numerically.<br><br>2.4. |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits?<br><br>An Economic Impact Report has not been prepared, but analysis for the AST concluded that the scheme would have a slight beneficial effect on the wider economy. |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted?<br><br>N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver to the scheme?<br><br>No |
| | (b) If TWA powers are required, have they been applied for?<br><br>N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>This scheme has no detrimental effects on the environment. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>GMPTE has significant experience in delivering QBC schemes and the associated benefits have always been greater than expected. |

## 4.8 Metrolink Extensions

| Scheme Name | Metrolink Extensions |
|---|---|
| **Promoting Authority** | **Greater Manchester Passenger Transport Authority** |
| **Location of Scheme** | Four extensions to the existing Metrolink Network:<br><br>● Manchester City Centre to Rochdale via Oldham;<br>● Manchester City Centre to Ashton-under-Lyne via Droylsden;<br>● Trafford Bar to Manchester-Airport;<br>● St Werburgh's to East Didsbury<br><br>The extensions cover the following districts: Manchester, Oldham, Rochdale, Tameside, Trafford. |
| **Scheme Description** | The extensions project would involve design, construction and operation of services from the new routes to and through the existing Metrolink infrastructure in Manchester City Centre:<br><br>Manchester City Centre to Rochdale via Oldham consists of conversion of the existing Oldham Loop rail line to light rail operation with new-build sections in Oldham and Rochdale town centres (24km, 19 stops);<br><br>Manchester City Centre to Ashton-under-Lyne via Droylsden consists of new segregated routes from Manchester Piccadilly station to Clayton and Audenshaw to Ashton town centre with a mixed street-running and segregated section through Clayton and Droylsden (10km, 11 stops);<br><br>Trafford Bar to Manchester-Airport consists of former rail alignment from Trafford Bar to St Werburghs with a new-build largely segregated route from St Werburgh's to Manchester Airport via Sale Moor, Northern Moor, Baguley and Wythenshawe town centre (19km, 22 stops);<br><br>St Werburgh's to East Didsbury consists of former rail alignment (6km, 5 stops);<br><br>The extensions would connect the major town centres, residential areas and development sites in each corridor with each other, Manchester city centre and the other corridors to form the core of a high quality city-wide public transport network. Segregated sections are provided wherever possible to ensure attractive journey times. |
| **Local & Regional Policy Objectives addressed by Scheme – Please Reference** | a) Economic objectives (if applicable).<br><br>Regional Policy (RPG13):<br><br>Metrolink is a scheme of regional significance. It will extend the provision of high quality public transport throughout Greater Manchester, in accordance with Regional Transport Strategy (SD9), and provide for improved integration of public transport, both for direct cross-city journeys using Metrolink and also with improved interchange to bus and rail services. (Integrating Transport Networks in the North West (T1)). The network would provide direct access to Manchester Airport from much of the region (to support transport links to the Region's airports (T5)).<br><br>Local Policy (provisional LTP2):<br><br>The Network extensions are also key to the achieving several of the LTP2 policies with regards to the economy. The network would provide direct access by high quality public transport from each of the four corridors to the regional centre and between each of the existing and proposed Metrolink corridors, thereby creating a step-change in the accessibility of existing centres of employment, regeneration sites and of the labour market to employment opportunities. As such, it clearly assists the following LTP2 policies. |

# 4 Major Schemes Summaries

| Scheme Name | Metrolink Extensions |
|---|---|
| | ● (i) To support increased levels of activity in the Regional Centre, town and district centres and key employment areas and improve their environment, attractiveness, accessibility or safety.<br>● (vi) To support increased levels of activity in the Regional Centre, town and district centres and key employment areas and improve their environment, attractiveness, accessibility or safety.<br>● (vii) To improve links with the wider Greater Manchester travel to work area, the rest of the country and the rest of the world, for both passengers & freight, in ways which are consistent with other objectives and in line with PSA objective 1. |
| | The proposed network makes efficient use of existing underused rail alignments and dis-used rail alignments. It enhances use of the investment in Phases 1 and 2 of the network and in the Ground Transportation Interchange at Manchester Airport. Overall, the scheme offers very good value for money with a BCR of over 2:1. It clearly accords well with LTP policy:<br><br>● (viii) To maintain, improve & make the best use of the existing transportation infrastructure & ensure all schemes offer long-term value for money.<br><br>(b) Social objectives (if applicable).<br><br>The accessibility improvements afforded by the Metrolink Network extensions are widespread. The network would serve many areas which exhibit high levels of deprivation and would provide much improved access to jobs and community facilities from these areas. The network would, by effecting a transfer from road use to public transport, lead to a reduction in the level of road accidents. The network, would also be designed and operated to create a safe, secure environment within which to travel. As such it meets the following regional and local objectives: |
| | Regional Policy (RPG13):<br><br>● Promoting Social Inclusion through Urban Accessibility and Mobility (UR3)<br><br>Local Policy (LTP2):<br><br>● (ii) To improve road and community safety, particularly for the most vulnerable users of the transport network<br>● (v) To improve accessibility by ensuring that the county's transport system meets the needs of all sections of the community, promotes social inclusion & widens choice.<br><br>c ) Environmental objectives (if applicable).<br><br>The attraction of car users to an extended Metrolink network would contribute to efforts reduce car use and dependency in each of the corridors and in town centres and the regional centre. The network would also support sustainable patterns of developments less dependent on car access. As such it would fit well with the following regional and local objectives.<br><br>Regional Policy (RPG13):<br><br>● Air Quality (EQ2); Traffic pollution should be addressed by efforts to reduce the need to travel, reduce dependency on private cars and encourage the use of public transport.<br><br>Local Policy (provisional LTP2):<br><br>● (i) To support increased levels of activity in the Regional Centre, town and district centres and key employment areas and improve their environment, attractiveness, accessibility or safety. |

# Major Schemes Summaries 4

| Scheme Name | Metrolink Extensions |
|---|---|
| | ● (iii) To minimise the environmental damage caused by transport, particularly in terms of air quality, thereby improving the quality of life & the health of the population in line with PSA Objective 3.<br>● (iv) To develop complementary land use and transport policies which increase the proportion of trips by non car modes by: providing a high quality integrated public transport network; providing safe pedestrian and cycle facilities; ensuring new development can be served by public transport & by reducing the number of trips to non-central locations. |
| | ● (vi) To support increased levels of activity in the Regional Centre, town and district centres and key employment areas and improve their environment, attractiveness, accessibility or safety. |
| **Scheme Status – (Conceptual, Business Case etc)** | The extensions are designed to a high level of detail and capital costs reflect the views of private sector Bidders from the procurement exercise that concluded in 2004. The Phase 3 extensions originally had funding awarded in 2000 by DfT. Following the Secretary of State's announcement in July 2004, GMPTA has submitted its GMITS and is working with Government on the delivery of Metrolink as part of that strategy. |
| **Cost £** | (a) Please state capital cost and price base.<br><br>£813m (2006 prices) (excluding optimism bias) |
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>18% is added to the above costs for the economic appraisal of the scheme (and thus benefit:cost ratio) |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost?<br><br>£50m from Manchester Airport plc as a commitment of 20% of the cost of the Airport line. |
| **Scheme Benefits:Cost Ratio** | 2.30:1 over 60 years operation from 2012 |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits?<br><br>An Economic Impact Report has not been prepared. However, the planned network is integral to planned regeneration and supports employment growth in the city region. Key sites served include New East Manchester, Central Park, Ashton Moss and Kingsway Business Park on Phase 3 together with Manchester city centre and Salford Quays (via the existing Network). The network would also serve many deprived areas and Housing Renewal areas.<br><br>As part of a future TIF bid, the impacts on GDP of the extensions are being assessed using emerging DfT guidance. They are likely to be significant. |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |

# 4 Major Schemes Summaries

| Scheme Name | Metrolink Extensions |
|---|---|
| | (c) Has Primary Legislation been enacted? N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver to the scheme?<br><br>Yes |
| | (b) If TWA powers are required, have they been applied for?<br><br>Yes |
| | (c) Have TWA powers been awarded?<br><br>Yes |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>No major adverse impacts would occur. The extensions do not pass through conservation areas or impact on listed buildings. Environmental impacts during construction and operation would be minor and appropriate mitigation measures are planned. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>The Association of Greater Manchester Authorities (AGMA) and GMPTE have worked together for many years to develop an integrated approach to address economic and social problems within Greater Manchester and to plan for the future development of the area. Transport, land use planning and economic strategies have been developed in parallel and in conjunction with Regional Planning Guidance and the Regional Economic Strategy. The Local Transport Plan for 2006-11 sets out the transport strategy to deliver the broader aims for the sub-region. Metrolink investment is a priority to deliver these objectives.<br><br>It should also be noted that:<br><br>● Metrolink is a key component of GMITS.<br>● The network's strong fits with national, regional and local policies has previously been established in funding proposals approved by DfT.<br>● The network serves many deprived wards in Greater Manchester<br>● The physical deliverability of the system has been tested through the procurement process and considerable enabling works have already taken place. |

## 4.9 Rochdale Interchange

| Scheme Name | Rochdale Interchange |
|---|---|
| **Promoting Authority** | **Greater Manchester Passenger Transport Authority** |
| **Location of Scheme** | Rochdale, Rochdale MBC<br><br>OSGR 389889, 413333 |
| **Scheme Description** | Relocation of town centre bus station from under a multi-story car park (which will require demolition in the near future due to structural problems) to a nearby brownfield site.<br><br>Facilities in the new bus station will be an improvement on those currently available, and will include the provision of real time information |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives<br><br>To support increased levels of economic activity in Rochdale town centre (GMLTP Objective 1) and potentially acting as a catalyst for further town centre regeneration.<br><br>To improve connectivity within Greater Manchester through enhanced bus / Metrolink interchange facilities (GMLTP Objective 7). |
| | (b) Social objectives<br><br>To assist in enhancing social inclusion by providing improved public transport facilities that are more attractive to all sections of the community in one of the most deprived local authority areas in England. (GMLTP Objective 5). |
| | (c) Environmental objectives<br><br>To encourage mode shift form from car to public transport for journeys within the Rochdale area and to the Regional Centre when Metrolink is available. Will thereby assist in reducing traffic congestion (GMLTP Objective 6) and minimising environmental damage by transport (GMLTP Objective 3).<br><br>To support complementary land use and transport policies (GMLTP Objective 4) by supporting the regeneration and growth of Rochdale town centre. |
| **Scheme Status – (Conceptual, Business Case etc)** | A major scheme bid (Annex E submission) was submitted in July 2004. Further supporting information will be submitted. |
| **Cost £** | (a) Please state capital cost and price base.<br><br>£9.8m (2004 prices). |
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>No, but a project-specific value of 15% agreed with DfT is included in the calculation of the b/c ratio. |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost? |

# 4 Major Schemes Summaries

| Scheme Name | Rochdale Interchange |
|---|---|
| | Opportunities for a private sector contribution will be explored through the town centre development partnership. |
| **Scheme Benefits:Cost Ratio** | Please state numerically.<br><br>2.4. |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits?<br><br>No |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted?<br><br>N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver the scheme?<br><br>No |
| | (b) If TWA powers are required, have they been applied for?<br><br>N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>None. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>Rochdale Interchange will provide a local and regional interchange point linking the bus station with both the Phase 3 Metrolink network and the Quality Bus Corridor network.<br><br>Synergies also exist between the scheme and the Rochdale town centre masterplan. Releasing the current bus station site would enable the full scope of Rochdale's regeneration plans to be achieved, as the area has been identified as the preferred location for a central plaza in the town centre regeneration strategy. |

| Scheme Name | Rochdale Interchange |
|---|---|
| | Scheme would be designed to improve the local townscape and maximise perceptions of personal security. |

## 4.10 SEMMMS Relief Road Scheme (RFA contribution to PFI)

| Scheme Name | SEMMMS New Relief Road Scheme |
|---|---|
| **Promoting Authority** | **Stockport MBC (Lead), Manchester CC, Cheshire CC** |
| **Location of Scheme** | State nearest village / town and district. (Include Grid Ref if known).<br><br>Bredbury, Offerton, Hazel Grove, Poynton, Bramhall, Heald Green, Manchester Airport<br><br>● Section 1: M60 Brinnington Interchange - Goyt Crossing: 391805E, 392181N to 392781E, 389578N<br><br>● Section 2: Goyt Crossing - Offerton Road: 392781E, 389578N to 393355E, 387522N<br><br>● Section 3: Stepping Hill Link: 392508E, 388139N<br><br>● Section 4:Offerton Road - A6 Junction: 393355E, 387522N to 393358E, 385694N<br><br>● Section 5: A6 Junction - Existing MAELR Central: 393358E, 385694N to 389244E, 383685N<br><br>● Section 6: Poynton Bypass: 389865E,383731N to 391111E,380440N<br><br>● Section 7: MAELR Central (Existing): 386780E, 384351N<br><br>● Section 8: Existing MAELR Central to Styal Road Junction (Manchester Airport Eastern Link Road (West)): 385536E, 384432N to 383904E, 385052N<br><br>● Section 9: Styal Road Junction - Manchester Airport Junction: 383904E, 385052N to 381983E, 385647N |
| Scheme Description | E.g. Conversion of train station into bus/train interchange.<br><br>● Construction of a new relief road;<br><br>● Complementary Measures – A package of proposals where traffic reductions present the opportunity to reduce the time or road space available to motor vehicles in favour of pedestrians and/or cyclists or to improve the quality of life in residential streets or town and district centres and mitigation measures, such as traffic management measures, on routes where traffic flows increase (in accordance with the overall SEMMMS Strategy); and<br><br>● Environmental Mitigating Measures - Engineering and environmental measures to minimise the effect of the new relief road on the local communities, and surrounding natural habitat. |
| Local & Regional Policy Objectives addressed by Scheme – | (a) Economic objectives (if applicable).<br><br>**The Economic Impact Report** |

# 4 Major Schemes Summaries

| Scheme Name | SEMMMS New Relief Road Scheme |
|---|---|
| Please Reference | The SEMMMS Road Scheme will bring about a reduction in the average travel time by road between Regeneration Areas and their hinterlands, with a resultant beneficial effect upon employment and investment. The Economic Impact Report indicates that the Relief Road will improve employment levels, attract inward investment and encourage the expansion of local businesses through an increased accessibility to markets and a suitable workforce.<br><br>**GM LTP Policies**<br><br>The Relief Road scheme will improve access for residents to key employment sites including Bredbury Industrial Estate, Manchester Airport and the New East Manchester area.<br><br>The A6 is one of the most heavily used freight routes within Greater Manchester, which creates conflict on the road and associated freight movement on adjacent routes. The new road will provide an enhanced appropriate route for freight onto the strategic motorway network and to the various employment sites within the area and Manchester Airport, minimising delays for freight vehicles.<br><br>The A6 and A523 provide links with adjacent areas into the Greater Manchester area. These areas include Cheshire and Derbyshire, providing employment and access to key facilities for people living in these areas.<br><br>**The Regional Transport Strategy Objectives**<br><br>The Road Scheme, and in particular the MALRW section, will support the gateway functions of Manchester Airport by providing improved access to the Airport for both private and commercial users.<br><br>**The Greater Manchester Integrated Transport Strategy (GMITS)**<br><br>GMITS is supported by the Greater Manchester Local Transport Plan, which has, as one of its key themes the promotion of a dynamic economy. One of the ways that the strategy identifies as addressing this theme is through measures intended to improve accessibility. By reducing congestion on the road network, public transport can be improved, leading to increased ability for people to access jobs and services. |
| | **Aviation Policy**<br><br>RPG 13, Policy T5 recognises the importance of Manchester Airport in supporting economic growth, competitiveness and social progress. Growth of the Airport is also seen as a means of reducing the Region's reliance on congested Airports in the South East. The draft revision advocates that: *"local transport plans, together with the plans and programmes of the… Highways Agency, should recognise and support the various roles of the North West's airports, in particular, Manchester Airport as the North of England's key international air gateway."*<br><br>The Regional Economic Strategy (1999), produced by the Regional Development Agency, emphasises the importance of the Airport recognising its role in underpinning and improving the competitiveness of the North West and much of northern England. The Relief Road supports these aims by removing one of the airports main constraints to its growth - its accessibility. The success of this scheme will assist the airport in attracting new business and powering the economy.<br><br>**The Northern Way**<br><br>The Northern Way emphasises the importance of connectivity within the Manchester City Region and the larger region as a whole. The Relief Road plays an important role in this connectivity, as it improves the accessibility of the region, and also ensures that the motorways retain their strategic network role.<br><br>(b) Social objectives (if applicable). |

# Major Schemes Summaries 4

| Scheme Name | SEMMMS New Relief Road Scheme |
|---|---|
| | **Local Transport Plan- The Government's Shared Priority on Accessibility**<br><br>The road scheme will improve accessibility across the area by reducing community severance and linking communities with key employment sites including Manchester Airport and Bredbury Industrial Estate. It will also provide improved access to Stepping Hill Hospital.<br><br>The new road will provide opportunities for new cycle, pedestrian and public transport links. Furthermore, by removing traffic from the existing network it will encourage the use of more sustainable modes on that network. |
| | **Regional Spatial Strategy**<br><br>The Regional Transport Strategy element of the RSS aims to support regeneration and reduce social exclusion in the Manchester City Region through the development of effective, public transport networks. The Road Scheme, by taking traffic from the existing network, allows public transport services to be more efficient and therefore to play their full part in aiding social regeneration.<br><br>(c ) Environmental objectives (if applicable).<br><br>**Local Transport Plan- The Government's Shared Priorities on Air Quality and Congestion.**<br><br>The SEMMMS Relief Road is intended to take traffic from the existing road network (rather than attracting new traffic), including much of the existing freight traffic. This will free up the existing road network, which will result in a reduction in congestion levels. Freer-flowing traffic, and the removal of large numbers of freight vehicles, will also have a positive impact on air quality, as traffic uses the non-residential Relief Road, rather than the existing road network in residential areas.<br><br>**The Regional Transport Strategy**<br><br>The RTS aims to reduce the wider environmental, social, health and quality of life impacts of road transport and infrastructure through the development of a structured approach to managing and improving the Region's highway network, with traffic encouraged to use the most appropriate routes wherever possible. The Road Scheme, by removing traffic from the existing road network, will improve air quality, especially in areas where congestion is now an issue. |
| Scheme Status – (Conceptual, Business Case etc) | Annex E and PFI Expression of Interest submitted to DfT in July 204, outcome awaited. |
| Cost £ | (a) Please state capital cost and price base.<br><br>Total scheme cost is £432.5 (excluding inflation) however, the Authorities have been requested to submit a PFI Expression of Interest. This was submitted in July 2005 and consists of the SEMMMS Road Scheme, highway maintenance on the road scheme and the adjacent A34 dual carrigeway, and Stockport street-lighting. The PFI credits required would be £1,010,840 of which £34 million would need to be found from conventional funding i.e. The Regional Allocation to cover land acquisition, blight, environmental works and statutory undertakings |
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>Yes. 15% |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost? (Estimate)<br><br>Manchester Airport contribution - £7 million |

# 4 Major Schemes Summaries

| Scheme Name | SEMMMS New Relief Road Scheme |
|---|---|
| | Sainsburys development - (already built) £3.5 million |
| Scheme Benefits:Cost Ratio | Please state numerically.<br><br>5.69 |
| Wider Economic Benefits | Has an assessment been made of Wider Economic Benefits?<br><br>Yes<br><br>Economic Impact Report produced and submitted to DfT as part of Annex E<br><br>Found reduced congestion on key local routes. Improved accessibility between RA's and hinterlands leading to greater employment and inward investment in the RA's. Net Change in Employment: +887 |
| Primary Legislation | (a) Is Primary Legislation required for the scheme?<br><br>No |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted?<br><br>N/A |
| Transport & Works Act | (a) Are Transport & Works Act Powers required to deliver to the scheme?<br><br>No, but planning permission, CPO and Side Road orders will be |
| | (b) If TWA powers are required, have they been applied for?<br><br>N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| Environment & Other | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>● The scheme is being built on an alignment which was identified decades ago and protected to allow the road scheme to be built and therefore the scheme will be built on a greenfield route. |

# Major Schemes Summaries 4

| Scheme Name | SEMMMS New Relief Road Scheme |
|---|---|
| | ● Stages 1 and 2 of the Environmental Assessment have been carried out, and Stage 3 E.A is underway.<br><br>● Measures are being investigated to mitigate against any environmental deterioration. |
| Supporting Information | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>The SEMMMS Study has been accepted by the relevant Local Authorities, AGMA, NWRA and Central Government. John Spellar (then, Minster for Transport) requested that the Local Authorities take forward the development of this road scheme when announcing the Government response to the Study.<br><br>The scheme is part of SEMMM Strategy, and it is a clear recommendation of the Strategy that all elements (including the Relief Road) must be implemented in order to achieve the desired outcomes.<br><br>Consultation on the Study shows 84% of respondents back SEMMMS<br><br>Stakeholder consultation carried out with local conservation groups in order to ensure that mitigation proposals are as extensive as possible. |

# 4 Major Schemes Summaries

## 4.11 Yellow School Buses

| Scheme Name | Yellow School Buses |
|---|---|
| **Promoting Authority** | **Greater Manchester Passenger Transport Authority** |
| **Location of Scheme** | Throughout Greater Manchester |
| **Scheme Description** | Will provide a bespoke home-to school transport service for secondary school children, including Special Educational Needs pupils.<br><br>Sixteen Yellow School Buses are already in use within Greater Manchester. The proposal is to provide an additional 160 single-deck vehicles to serve 85 schools.<br><br>The vehicles would be highly visible, fully compliant with the requirements of the Disability Discrimination Act (DDA), adhere to stringent emission standards, be equipped with seat restraints, CCTV, radio and PA systems and make use of Real Time Passenger Information and vehicle tracking systems. There would be clear codes of conduct for students, schools and operators with dedicated and specially trained drivers employed by the operators and children allocated to specific seats, with no standing allowed. The bus services would have localised pick-up points. These features should help eliminate anti-social behaviour. |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives<br><br>Makes best use of the transport system (GMLTP Objective 8) by improving the cost effectiveness of school transport provision and reducing the impact of school travel needs on the capacity and quality of the commercial bus network, so that the commercial network can better meet other travel needs. |
| | (b) Social objectives<br><br>Provides a home-to-school transport system that is accessible to all, thereby reducing social exclusion (GMLTP Objective 5). The scheme would target schools with attendance problems and assist social inclusion through use of DDA compliant vehicles.<br><br>Reduces anti-social behaviour by children while travelling between home and school and delivering students to school ready to take full advantage of learning opportunities (also supporting GMLTP Objective 5). |
| | (c) Environmental objectives<br><br>Inducing modal shift from car to bus for home-to-school trips thereby assisting in reducing congestion (GMLTP Objective 6), reducing traffic accidents – especially those involving children – (GMLTP Objective 2) and minimising environmental damage (GMLTP Objective 3). |
| **Scheme Status – (Conceptual, Business Case etc)** | Major Scheme bid submitted July 2004, and subsequently remitted to the region. |
| **Cost £** | (a) Please state capital cost and price base.<br><br>£25.1m (2004 prices). This covers vehicles, infrastructure and set-up costs. |
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>No. – but b/c ratio includes 32% for the fixed infrastructure element of the scheme. |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost? |

# Major Schemes Summaries 4

| Scheme Name | Yellow School Buses |
|---|---|
| | No private sector contribution is anticipated towards the capital cost. |
| **Scheme Benefits:Cost Ratio** | Please state numerically.<br><br>2.1. |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits?<br><br>No |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No. |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted?<br><br>N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver the scheme?<br><br>No. |
| | (b) If TWA powers are required, have they been applied for?<br><br>N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>None. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>A low cost option comprising fitting existing vehicles with enhanced features was appraised and found to be less effective at achieving modal transfer. The existing Yellow School Buses in Greater Manchester have significantly reduced the number of home-to-school trips by car, reduced the number of reported incidents of anti-social behaviour and provided a cost saving to Local Education Authorities.<br><br>Consultation has demonstrated widespread public support. |

# 4 Major Schemes Summaries

## 4.12 Altrincham Interchange

| Scheme Name | Altrincham Interchange |
|---|---|
| **Promoting Authority** | **Greater Manchester Passenger Transport Authority** |
| **Location of Scheme** | Altrincham, Trafford MBC.<br><br>OSGR 377000, 387900. |
| **Scheme Description** | Redevelopment of interchange to improve accessibility; security; passenger comfort; and information. |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives (if applicable).<br><br>To support increased economic activity (GMLTP Objective 1) in Altrincham town centre by improving its attractiveness and accessibility.<br><br>To improve connectivity within Greater Manchester through enhanced bus / Metrolink interchange facilities (GMLTP Objective 7) |
| | (b) Social objectives (if applicable).<br><br>To reduce social exclusion (GMLTP Objective 5) by providing transport facilities that are accessible to all. |
| | (c ) Environmental objectives (if applicable).<br><br>To induce modal shift from car to bus, rail and Metrolink, there by assisting in reducing congestion (GMLTP Objective 6) and minimising environmental damage (GMLTP Objective 3).<br><br>To support complementary land use and transport policies (GM Vision Theme 4) by providing high quality facilities that encourage greater use of public transport. |
| **Scheme Status – (Conceptual, Business Case etc)** | Major scheme business case submitted in 2004.<br><br>Major scheme proposal for LTP2 drafted. |
| **Cost £** | (a) Please state capital cost and price base.<br><br>£16.2m, 2002 prices. |
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>No, but 24% is included when calculating b/c ratio. |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost? (Estimate)<br><br>No private sector contribution is anticipated. |
| **Scheme Benefits:Cost Ratio** | Please state numerically. |

# Major Schemes Summaries 4

| Scheme Name | Altrincham Interchange |
|---|---|
| | 2.5 |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits?<br><br>No |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No. |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted? N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver to the scheme?<br><br>No. |
| | (b) If TWA powers are required, have they been applied for?<br><br>N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>The scheme involves demolition of the existing station building which is a site of some industrial archaeological interest. However, the existing interchange is in need of upgrade and repair, so upgrading the facilities will enhance the general streetscape. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>The scheme complements plans for renewal of Phases 1 and 2 of Metrolink, for which DfT funding has been awarded.<br><br>The strategy also complements wider LTP2 Integrated Transport measures aimed at reducing car use and increasing the use of public transport.<br><br>It is anticipated that further information will be submitted to DfT by 2007. Subject to availability of funding, implementation could begin in 2008/9, with opening in 2010/11. |

# 4 Major Schemes Summaries

## 4.13 Wigan Inner Relief Road

| Scheme Name | Wigan Inner Relief Road |
|---|---|
| **Promoting Authority** | **Wigan Council** |
| **Location of Scheme** | North and West of Wigan Town Centre |
| **Scheme Description** | WIRR involves the construction of approximately one kilometre of new single carriageway route between A49 'Saddle' junction and Frog Lane on the western side of Wigan Town Centre. WIRR will complete the IRR around the western side of Wigan Town Centre linking with existing sections of the IRR opened in 1987 (River Way, North Way and New Market Street).<br><br>A new access road will be built to serve the Miry Lane Employment Zone. Access to this area is currently very poor, particularly for commercial vehicles, which have to negotiate a network of minor roads between Wallgate and Frog Lane.<br><br>All new junctions will include bus priority measures and facilities for pedestrians and cyclists. In addition to this new improved facilities will be provided for Non-motorised users along the full length of the scheme. |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives (if applicable).<br><br>The proposals are aimed to assist existing and new businesses by regenerating the existing employment and residential areas on the western side of the town centre including the Miry Lane Employment Zone and the Pagefield Renewal Zone. |
| | (b) Social objectives (if applicable).<br><br>The social benefits are to:<br><br>Support urban regeneration and return disused / under-used land to effective use.<br><br>Strengthen, modernise and diversify the town centre economy in environmentally sustainable ways.<br><br>Reverse population and economic activity decentralisation.<br><br>Make Wigan town centre a more attractive, safer and healthier places to live and work. |
| | (c) Environmental objectives (if applicable).<br><br>Protect and enhance the built and natural environment.<br><br>Improve safety for all travellers.<br><br>The proposals will improve accessibility in and around Wigan Town Centre for all modes of transport and reduce the number of unnecessary vehicle trips around the existing sections of the IRR; improving road safety, traffic flow and environmental conditions in the town centre, particularly during weekday peak periods.<br><br>It will also reduce traffic volumes on existing town centre routes, particularly A49 Wallgate, Pottery Road and River Way, which will reduce air and noise pollution and improve conditions for buses, pedestrians and cyclists in the town centre. |
| **Scheme Status – (Conceptual, Business Case etc)** | The scheme was given 'Provisional Approval' status by GONW in December 2002. In December 2004 the scheme was referred to the region for regional prioritisation. |

# Major Schemes Summaries 4

| Scheme Name | Wigan Inner Relief Road |
|---|---|
| | Planning permission was first granted in September 2003. Subsequently revised and resubmitted following amendments to the planning boundary – planning permission granted for revised boundary in July 2004.<br><br>CPO/SRO was made in October 2004 but was subsequently withdrawn due to the scheme being referred to the region. |
| **Cost £** | (a) Please state capital cost and price base.<br><br>The latest estimate of the capital costs is £24.5M (last updated September 2005 to include optimism bias). |
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>An optimism bias of 31% has been applied. |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost? (Estimate)<br><br>N/A |
| **Scheme Benefits:Cost Ratio** | Please state numerically.<br><br>**BCR = 3.8** (last updated September 2005) |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits?<br><br>WIRR will assist with the development of the Westwood SRB site located adjacent to the B5238 Poolstock lane. As such it is considered to deliver positive 'Potential Regeneration Benefits'. |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted? N/A |
| **Transport & Works Act** | ● (a) Are Transport & Works Act Powers required to deliver to the scheme? No |
| | (b) If TWA powers are required, have they been applied for? N/A |
| | (c) Have TWA powers been awarded? N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc. |

# 4 Major Schemes Summaries

| Scheme Name | Wigan Inner Relief Road |
|---|---|
| | There is no green belt land or listed buildings required to deliver the scheme. The scheme also has minimal impact on natural wildlife habitats. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>As detailed in the July 2002 Annex E submission |

## 4.14 A5225 Access Wigan

| Scheme Name | A5225 Access Wigan |
|---|---|
| **Promoting Authority** | **Wigan Council** |
| **Location of Scheme** | M6 (jct. 26) to Wigan and then Atherleigh Way |
| **Scheme Description** | AccessWigan is a Regeneration and Transportation project of strategic importance for both the Council and the borough. The aims of the project are:<br><br>**Economic Development and Regeneration** - Modernising the economic base of the borough<br><br>**Improved Quality of Life and Social Inclusion** - Creating quality employment opportunities<br><br>**Environmental improvements** - Reducing traffic congestion and strengthening the borough's image<br><br>A catalyst for the success of the project will be the civil engineering works, the construction of a new 13km highway and associated public transport measures. This highway, previously known as A5225, will link the M6 at junction 26 with the Wigan town centre and will also provide a link from Wigan to the periphery of Atherton and Leigh. |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives (if applicable).<br><br>Improved accessibility will bring about the regeneration of a number of sites in the borough (with an estimated employment potential of 9,200 new jobs), all of which are brownfield. Without the highway works development of these sites would be limited. Failure to develop these sites would require a search for sites with good highway access, leading to intrusions into open land. |
| | (b) Social objectives (if applicable).<br><br>The aim is to create quality employment opportunities close to our main residential areas, targeting employers and industries that are able to use and develop the skills which are available in our active workforce.<br><br>The aim is also to offer employment choices and to achieve income-growth for our residents and to create a safer, more secure neighbourhood in which to live and work. |
| | (c) Environmental objectives (if applicable).<br><br>Protect and enhance the built and natural environment.<br><br>Reduce traffic volumes on existing town centre and peripheral routes, particularly the A577, which will reduce air and noise pollution and improve conditions for buses, pedestrians and cyclists. |
| **Scheme Status – (Conceptual, Business Case etc)** | Currently preparing Outline Business Case, planning application and Major Schemes Business Case. |
| **Cost £** | (a) Please state capital cost and price base.<br><br>Estimated Capital Cost = £83.4M (at 2005 prices) |
| | (b) Does cost include any optimism bias and if so what percentage? Yes 31%. |

# 4 Major Schemes Summaries

| Scheme Name | A5225 Access Wigan |
|---|---|
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost? (Estimate)<br><br>Negotiations continue to secure private sector funding. |
| **Scheme Benefits:Cost Ratio** | Please state numerically. **BCR = 9.7** |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits?<br><br>Yes<br><br>The benefits of Wigan Access, by bringing reduced transport costs; shorter travel times and increased reliability will see increases in both the scale and quality of economic activity within the Borough. In particular, the following benefits will be secured:<br><br>For existing firms<br><br>● Reduced travelling times and congestion will reduce transport costs, making them more competitive.<br><br>● Reduced travelling times will enable them to service wider market areas from Wigan.<br><br>● Greater accessibility to much of the Borough will increase property values, increasing asset bases.<br><br>● It will be easier to recruit staff because of the increased potential catchment area and easier (and cheaper) travel.<br><br>For developers<br><br>● Sites will be more attractive to a wide range of occupiers from within and outside the Borough.<br><br>● Values will increase, making development easier and (more) profitable.<br><br>● Higher quality (and better paying) users will be attracted to the sites benefiting from the improved access.<br><br>For new investors<br><br>● Perceptions of sites in Wigan will improve due to easier and faster access.<br><br>● Sites will be considered for investment which would have been previously dismissed.<br><br>The outcomes from this will be:<br><br>● New sites, which are currently unattractive to developers, will be brought forward. These sites lie along the route of the A5225 and are currently hindered by poor access. |

# Major Schemes Summaries 4

| Scheme Name | A5225 Access Wigan |
|---|---|
| | ● The quality of demand for these new sites and existing sites will improve, with office and high quality industrial uses taking a larger share of development. These have higher employment densities and generate jobs, which pay at higher levels than jobs in, for example, distribution.<br><br>● The scale of development in the area will increase, creating additional local employment opportunities. |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted? N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver to the scheme?<br><br>No |
| | (b) If TWA powers are required, have they been applied for?<br><br>N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>On completion of the works, the long term impacts, once mitigation measures are in place and established, are anticipated as ranging from moderate adverse to slight beneficial with the proposed route providing improved links between new developments and the surrounding area. There will also be opportunities to introduce mitigation measures which will improve the outlook for many of the surrounding residential areas. Much of the area should be upgraded. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability.<br><br>A full environmental and transport assessment will be completed by December 2005. Supplementary information will be available at that time. |

# 4 Major Schemes Summaries

## 4.15 Rail Rolling Stock

| Scheme Name | Additional Railway Rolling Stock |
|---|---|
| **Promoting Authority** | **Greater Manchester Passenger Transport Authority** |
| **Location of Scheme** | The additional capacity will primarily benefit passengers travelling to the Regional Centre (Cities of Manchester and Salford). Their trip origins will be located throughout Greater Manchester and also elsewhere in the north-west. |
| **Scheme Description** | Purchase of additional railway rolling stock to lengthen presently overcrowded peak period services. It is anticipated that the stock will comprise new two-car units similar or equivalent to the present class 150.<br><br>This scheme will provide additional peak period capacity on the following routes by adding the new units to those presently used to provide 4-car trains.<br><br>● Leeds/Bradford – Manchester Victoria<br><br>● Todmorden – Manchester Victoria<br><br>● Huddersfield – Manchester Victoria<br><br>● Blackpool – Manchester Piccadilly/Victoria<br><br>● Liverpool/Warrington – Manchester Oxford Road<br><br>● Buxton – Manchester Piccadilly<br><br>A total of 14 new two-car units are proposed to be used to strengthen 12 train services in each peak period, allowing for typical availability rates. |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives<br><br>To support continuing growth in economic activity within the Regional Centre of Manchester and Salford and key centres of Bolton, Stockport, Manchester Airport, by increasing public transport capacity where demand exceeds the present supply (GMLTP Objective 1).<br><br>To improve connectivity within Greater Manchester (GMLTP Objective 7) and also key commuter routes from outside the county.<br><br>To make best use of the transport system (GMLTP Objective 8) by facilitating increased usage of the existing railway network. Use of the network has been increasing since the mid 1990s and demand now exceeds capacity on many services leaving passengers unable to board. |
| | (b) Social objectives<br><br>To support the economies of the Regional Centre and town centres (GMLTP Objective 1) which offer good access to people without a car. |
| | (c ) Environmental objectives<br><br>To induce modal shift from car to rail for longer distance commuting into Greater Manchester. This will contribute to reducing congestion (GMLTP Objective 6) and minimising environmental damage (GMLTP Objective 3). |
| **Scheme Status – (Conceptual, Business Case etc)** | Outline appraisal carried out. |

# Major Schemes Summaries 4

| Scheme Name | Additional Railway Rolling Stock |
|---|---|
| | Draft major scheme proposal prepared. |
| **Cost £** | (a) Please state capital cost and price base.<br><br>£29m, 2005 prices based on £1.8m per two-car set and 15% procurement costs. |
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>No, but 11% included in calculation of b/c ratio. |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost? (Estimate)<br><br>No private sector contribution is anticipated. |
| **Scheme Benefits:Cost Ratio** | 3.6 |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits?<br><br>No |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No. |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted? N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver to the scheme?<br><br>No. |
| | (b) If TWA powers are required, have they been applied for?<br><br>N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>No adverse environmental impact is anticipated. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability. |

# 4 Major Schemes Summaries

| Scheme Name | Additional Railway Rolling Stock |
|---|---|
| | The additional rolling stock will complement LTP rail station improvement schemes at Bolton (interchange), Salford Central, Rochdale and Stalybridge.<br><br>It is anticipated that further information will be submitted to DfT by 2007. Subject to availability of funding, procurement could begin in 2008/9, with delivery and introduction into service in 2010. |

## 4.16 Stockport Interchange

| Scheme Name | Stockport Interchange |
|---|---|
| **Promoting Authority** | **Greater Manchester Passenger Transport Authority** |
| **Location of Scheme** | Stockport, Stockport MBC<br><br>OSGR 389231, 390177 |
| **Scheme Description** | A new interchange on the existing bus station site providing enhanced facilities for passengers (e.g. better information and less noise and air pollution in the passenger waiting areas) and a bus-only bridge across the River Mersey to avoid buses conflicting with the main pedestrian route to the town centre.<br><br>These plans are an integral part of the town centre masterplan that seeks to provide a sustainable development framework for the next 10 to 15 years.<br><br>The proposed design will enhance passenger safety by reducing bus / pedestrian conflicts and maximise the perception of personal security.<br><br>The proposed design allows for a small increase in bus movements initially and cost-effective extension as and when additional capacity is required. |
| **Local & Regional Policy Objectives addressed by Scheme –**<br><br>**Please Reference** | (a) Economic objectives (if applicable).<br><br>Supports increasing levels of economic activity in Stockport town centre (GMLTP Objective 1).<br><br>Improves connectivity within Greater Manchester through enhanced bus interchange facilities (GMLTP Objective 7). |
| | (b) Social objectives (if applicable).<br><br>Assists in enhancing social inclusion (GMLTP Objective 5) by providing improved public transport facilities that are more attractive to all, especially vulnerable sections of the community. (GMLTP Objective 2) |
| | (c) Environmental objectives<br><br>Encourages modal shift from car to public transport for journeys to, from and within Stockport. Will thereby assist in reducing traffic congestion (GMLTP Objective 6) and minimises environmental damage by transport (GMLTP Objective 3).<br><br>Supports complementary land use and transport policies (GMLTP Objective 4) by supporting the sustainable growth of Stockport town centre. The improved bus station is seen as fundamental to the town centre masterplan's planned modal shift of visitors and other town centre users away from the private car to forms of public transport.<br><br>The proposed bus station redesign enables the adjacent riverside area to be opened-up as an area of attractive public realm. |
| **Scheme Status – (Conceptual, Business Case etc)** | Major scheme Business Case for LTP2 already drafted. |
| **Cost £** | (a) Please state capital cost and price base.<br><br>**Interchange**: £9,6 million (2005 prices)<br><br>**Bridge**: £6.4 million (2005 prices) |

# 4 Major Schemes Summaries

| Scheme Name | Stockport Interchange |
|---|---|
| | (b) Does cost include any optimism bias and if so what percentage?<br><br>Cost does not include optimism bias nor does it include risk allowance. At this stage no QRA has been undertaken, thus the optimism bias would be in the region of 44%/32%. |
| | (c) Is private sector funding available for scheme, and if so, what proportion of the total capital cost?<br><br>No private sector contribution is anticipated towards the capital cost. |
| **Scheme Benefits:Cost Ratio** | Please state numerically.<br><br>An ongoing economic appraisal is being undertaken using stated preference results. It is anticipated that the BCR will be between 2.25 and 2.85 with 44% optimism bias and no QRA. (These figures exclude the costs and benefits of the bridge at this stage.) |
| **Wider Economic Benefits** | Has an assessment been made of Wider Economic Benefits?<br><br>No. |
| **Primary Legislation** | (a) Is Primary Legislation required for the scheme?<br><br>No. |
| | (b) If legislation is required, has it been applied for?<br><br>N/A |
| | (c) Has Primary Legislation been enacted? Y/N<br><br>N/A |
| **Transport & Works Act** | (a) Are Transport & Works Act Powers required to deliver the scheme?<br><br>No. |
| | (b) If TWA powers are required, have they been applied for?<br><br>N/A |
| | (c) Have TWA powers been awarded?<br><br>N/A |
| **Environment & Other** | State if scheme will involve any deterioration to the environment e.g. use of green belt or demolition of listed buildings etc.<br><br>None. |
| **Supporting Information** | Please include any additional facts which may assist the Regional Transport Forum to assess this scheme against strategic fit and deliverability. |

# Major Schemes Summaries 4

| Scheme Name | Stockport Interchange |
|---|---|
| | The existing bus station has been refurbished so as to make best use of the existing facilities, but the design standards are poor and discourage potential users of public transport. The new design standards will provide a facility that can enhance the local townscape and provide a better environment for users. Over 17,500 people per day use the existing bus station.<br><br>The improved bus station is seen as fundamental to the town centre masterplan's planned modal shift of visitors and other town centre users away from the private car to forms of public transport.<br><br>The interchange site is sufficiently large to incorporate a Metrolink stop in the future. |

# 4 Major Schemes Summaries

# Air Quality Local Transport Strategy and Action Plan 5

## 5.1 Introduction - Executive Summary

The Local Government Association (LGA) and Department for Transport (DfT) have identified "Better Air Quality" as a key shared priority in the second round of local transport plans (LTP2). Evidence indicates exposure to certain air pollutants can have serious implications for human health and negatively impact on quality of life. In addition, the growth of greenhouse gas emission is now recognised as a serious social, economic and environmental issue at both local and global levels.

Like many urban centres in the UK, local road transport emissions in Greater Manchester (GM) adversely affects local air quality and contributes towards greenhouse gas emissions. Nitrogen dioxide and to a lesser extent particulate matter are of particular concern to the health of the local population. In 2005 all GM Districts declared that in some areas ground level concentrations of nitrogen dioxide would exceed national health based targets in 2010 if corrective action to reduce emissions were not taken.

The "Greater Manchester LTP2 Air Quality Strategy and Action Plan" has been developed in a bid to reduce emissions associated with local transportation in Greater Manchester (GM) over the next five years. The main drivers for the development of the document are:

- The release of DfT & DEFRA guidance outlining the requirement for local authorities to integrate the Air Quality Action Plans (AQAPs) with LTP2s.
- The need to update the GM strategy dealing with air quality and transportation.
- The need to improve integration and partnership working between strategic GM air quality stakeholders in order to effectively address air quality issues through local transport measures.

The main purpose of this strategy is to provide an expanded air quality & local transport strategy that supports and complements the GM LTP2. Specifically the document provides:

- A summary and baseline of the current air quality position in GM highlighting any significant problems and issues.
- A review of relevant key air quality guidance, strategy and research documents.
- An outline of key strategic air quality actions to be delivered across GM
- Guidance for GM Districts to aid integration of air quality elements into future transportation works programmes.
- Specific air quality actions to be delivered by the GM LTP2 Steering Group, the Greater Manchester Passenger Transport Executive (GMPTE), the Freight Quality Partnership (FQP) and LTP2 Air Quality Working Group.
- A summary of LTP2 air quality monitoring and reporting obligations.
- A brief summary of potential non-LTP2 funding sources.

The key objective for delivering lower local transport related emissions in GM outlined in this document is

# 5 Air Quality Local Transport Strategy and Action Plan

*To sustainably reduce the negative impact of local transport related emissions to a minimum; in doing so contribute towards meeting national health based air quality objectives and national greenhouse gas reduction commitments*

The supporting aims are to:

- Reduce the negative impact on human health of transport linked emissions.
- Reduce the need to make trips by polluting modes.
- Reduce the number of trips made by polluting modes by applying the sustainable transport hierarchy principle in the decision making process. In particular, focus on increasing the number of zero emission walking and cycling trips in instances when travel is necessary.
- Promote and use emission abatement technologies and alternative fuels to reduce emissions associated with polluting vehicles. Focus on addressing issues relating to the most polluting vehicles and in areas where emissions have proportionally greater impact on human health per emission unit released.
- Facilitate, promote and encourage the use of clean public transport as an alternative to the car.
- Improve fuel efficiency and therefore reduce emissions by providing appropriate information, route planning and driver training.
- Influence travel behaviour to reduce emissions by implementing intelligent traffic management measures and road design aspects to increase fuel efficiency and support low emission modes.
- Deter and prohibit activity responsible for contributing towards transport related pollution problems and issues through regulation and enforcement.
- Support and promote developments in sustainable, accessible locations
- Consider population weighted exposure to negative emission impacts in addition to total emission output when planning, assessing and prioritising schemes intended to improve air quality.
- Where appropriate, target specific emission “hotspots”, but in doing so, do not displace pollution and associated problems and issues to different locations.
- Support national air quality measures and contribute towards regional and national air quality and climate change targets and objectives.

It is intended that these aims and objectives will be achieved by adopting strategy themes and practices that will result in lower local transport emissions when implemented effectively. The key strategy themes include:

**Transport Management and Infrastructure** - Intelligent transport management and improvements in sustainable transport infrastructure have potential to impact positively on both air quality and congestion.

**Regulation and Enforcement** - Regulation and enforcement are key tools in both removing emissions at source and controlling emission levels. Measures can function as deterrents, restrict polluting activity and also help to raise awareness.

# Air Quality Local Transport Strategy and Action Plan 5

**Smarter Choices** - Professional and co-ordinated marketing, promotion and communication are essential for the success of modal shift change to lower polluting modes of transport. Measures including personalised travel planning, increased access to information, effective training and the provision of guidance materials are important. The key aim of Smarter Choice schemes is to encourage the use of existing sustainable transport infrastructure by improving the delivery and quality of transportation information provided.

**Planning Policy & Development Control** - Planning policy and development control can be used effectively to reduce emissions associated with transport at source and delivering change in the medium and long-term. Methods of approach include encouraging development in sustainable locations, investigation of the air quality impact of new developments and securing air quality mitigation measures through planning gain and Section 106 agreements.

**Clean/ Technology, Fuels & Practices -** Clean technologies and fuels offer an opportunity to negate and reduce emissions at point of source. Increased uptake will result in reduced emissions and therefore contribute towards improving local air quality. Although many clean technology and fuel measures are delivered at a national level i.e. low fuel duty on biodiesel, EURO engine standards it is possible to promote and help facilitate measures locally to increase uptake.

**Internal and External Partnerships -** Effective partnerships with internal and external air quality stakeholders are essential in efforts to lower transport related emissions, in particular the Highways Agency and Manchester Airport.

Chapter 8 contains an action plan table that outlines strategic air quality actions to be delivered across GM and specific air quality actions to be delivered by key air quality stakeholders (e.g. LTP2 Steering Group, Freight Quality Partnership) over the next five years. All actions are linked to the strategy themes and aims and objectives outlined above.

Chapter 9 expands on details included in the monitoring technical appendix submitted as part of the main GM LTP2 document relevant to air quality and quality of life indicators and targets. The key mandatory headline indicator on which each GM District air quality performance will be assessed is “Concentration of nitrogen dioxide at chosen worst case or near worst case receptor points in each GM District Air Quality Management Area”. Each GM District has selected a location at which a 2005 nitrogen dioxide baseline and 2010 target concentration level has been set.

*If you have any questions regarding the contents of this document please contact:*

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# 5 Air Quality Local Transport Strategy and Action Plan

## 5.2 Background - Setting the Scene

Statutory Obligations

Local authorities have statutory duties for local air quality management (LAQM) under the Environment Act (1995) and the subsequent National Air Quality Strategy (2000) and Air Quality Regulations.

Since 1997 local authorities have been conducting reviews and assessments of local air pollutant levels against national health based air quality objectives (Appendix 1.0). Concentrations of the listed pollutants are measured at or near ground level. Where exceedances are predicted and where there is likelihood that the public will be exposed to elevated levels, local authorities have a duty to declare Air Quality Management Areas (AQMA) and produce an Air Quality Action Plan (AQAP).

**Air Quality Objectives –** Health based targets relating to harmful air pollution concentrations at ground level. Objectives are linked to target dates when certain safe concentration levels should be achieved. Concentrations and target years differ for different pollutants (See Appendix 1.0)

**Air Quality Management Areas (AQMA)** - Areas where air pollutant emissions levels exceed those deemed harmful to human health on exposure. The air quality objectives are based on pollution concentrations in the air at ground level. Environmental factors, such as topography, weather and building height/density significantly influence pollution dispersion and therefore pollution concentrations. AQMAs are usually displayed as coloured areas on a map (See Figure 2.0).

**An Air Quality Action Plan (AQAP)** - A series of measures aimed at reducing emissions levels and subsequently the areas of exceedances in an AQMA. Following the designation of Air Quality Management Areas, local authorities are required to develop Air Quality Action Plans to identify and implement actions to improve air quality locally. Such plans must involve collaboration between local authority departments (for example the Engineering Services Department and the Planning and Regeneration Department) and external stakeholders i.e. the Highways Agency and the Environment Agency.

Greater Manchester Air Quality Management

Greater Manchester (GM), with a population of almost 2.5 million people, is one of the largest conurbations in the country. The ten member authorities recognise that a joint approach to air quality management offers the most effective delivery strategy. In particular, close co-operation is necessary given the transboundary nature of air emissions and sources (i.e. vehicle movement, the effect of weather). Accordingly, in 2001 the GM Local Authorities co-operated in the production of their individual air quality review and assessment reports. The results indicated that without action, exceedances of the annual mean **nitrogen dioxide concentration objective** and, to a lesser extent, the daily **particulate objective** were likely (Appendix 1.0).

# Air Quality Local Transport Strategy and Action Plan 5

**NITROGEN OXIDES ($NO_x$)**

NOX, a combination of various nitrogen oxides, is produced by the reaction of nitrogen and oxygen atoms in the air under the high temperature and pressure present in engines. Once produced NOX is emitted as a primary pollutant. The deposition of NOX from the atmosphere may lead to acidification and eutrophication of the environment and is also believed to aggravate asthmatic conditions. In the atmosphere NOX is subject to a complex series of chemical reactions, producing secondary pollutants (see below), which can be even more harmful.

**NITROGEN DIOXIDE**

$NO_x$ in the atmosphere reacts with sunlight to produce nitrogen dioxide ($NO_2$). $NO_2$ is also produced directly by combustion engines. Raised levels of $NO_2$ increase the likelihood of respiratory problems. Research indicates that $NO_2$ is probably a threshold pollutant i.e. below a certain concentration level exposure is not harmful.

**NITRIC ACID**

NOX undergoes chemical transformations in the atmosphere to form nitric acid, which in the presence of moisture may lead to acid rain, which can damage entire ecosystems. Nitric acid in the atmosphere is oxidised by $O_3$ to form $NO_2$.

**OZONE**

$NO_2$ reacts, in the presence of sunlight, with volatile organic compounds (VOCs) to produce low-level ozone ($O_3$). Once formed $O_3$ reacts with NO to produce $NO_2$, and in the absence of other competing reactions, concentrations of NO, $NO_2$ and $O_3$ are all inter-related.

Although $O_3$ is required at high altitudes to filter out ultraviolet (UV) radiation, near ground level it can impair lung function and cause irritation to the respiratory tract. If low level $O_3$ is present in high enough quantities irreversible damage to the respiratory tract and lung tissue can occur.

**PHOTOCHEMICAL SMOG**

Photochemical smog forms when particulates and nitric oxides react in the atmosphere, in the presence of sunlight. High levels of smog can cause respiratory problems, including emphysema, bronchitis, and asthma.

**PARTICULATE EMISSIONS**

Particle pollution, otherwise known as particulate matter, is a mixture of solids and liquid droplets, of varying size, suspended in the air. Particulates with a diameter less than 10 micrometers (known as $PM_{10}$) are small enough to get deep into the lungs when breathed in and can lead to serious health problems. Those with a diameter of 2.5 micrometers ($PM_{2.5}$) are even more dangerous as they are small enough to pass into the blood stream.These fine particles can lead to serious health effects in both the lung and heart. Larger particles are not

# 5 Air Quality Local Transport Strategy and Action Plan

as much of a problem as they tend to be caught by the hairs in the nose and throat. They can however lead to irritation of the eyes, nose, and throat. Research indicates that particulates are not a threshold pollutant i.e. there is no safe threshold level for exposure.

In response to the expected air quality objective exceedances, each of the Greater Manchester Authorities declared an AQMA in 2002 (Appendix 2.0). The AQMAs revealed a correlation between air quality objective exceedances with urban centres and the highways network. An analysis of emissions revealed that for the nitrogen dioxide (NO2) annual mean concentration objective to be met by December 2005, total tonnes of nitrogen oxide (NOX) emissions would need to be reduced by approximately 30% across the conurbation (NOX significantly contributes to NO2 concentrations – see above).

Greater Manchester Air Quality Action Plan (2004)

In order to effectively address predicted NO2 concentration exceedances, the GM authorities produced and adopted a joint AQAP in 2004. The plan contains a number of strategic GM wide actions linked to more detailed district air quality action plan annexes. It is the responsibility of each GM Authority to develop local action plans in line with the central GM AQAP and to provide annual progress reports.

The plan addresses both transport and non-transport elements, however, the majority of the actions contained with the plan are linked directly to measures within the GM Local Transport Plan 1 (2000/1-2005/6). The actions include –

- Promoting the use of public transport
- Cleaning up bus emissions
- Encouraging walking and cycling
- Implementing travel plans
- Addressing freight emission and fuel efficiency through Freight Quality Partnerships (FQP)
- Traffic management and traffic calming
- Improved energy efficiency
- Enforcement of pollution control legislation
- Roadside Emissions Testing
- Feasibility study into Low Emission Zones (LEZ)
- Review the regulation of taxi exhaust emissions
- Air quality guidance for developers
- Actions by other organisations

The main function of the action plan is to deliver improved air quality across Greater Manchester and in particular those locations that have been designated as Air Quality Management Areas. This will be achieved by delivering the following aims and objectives:

- To ensure that air quality is integrated into other local authority plans, strategies and activities
- To develop closer relationships with organisations that can help deliver improved air quality

# Air Quality Local Transport Strategy and Action Plan 5

- To identify new partners that can work with the Greater Manchester authorities to improve air quality
- To raise awareness of air quality issues amongst the population of Greater Manchester
- To encourage individuals to recognise that they can make choices that can lead to improved air quality.

It is highlighted that the success of the Greater Manchester AQAP is dependent on:

- Development of a fully integrated public transport system, including a major expansion of Metrolink, which provides people with alternatives to the private car
- Demonstrating the value and tangible benefits of cleaner air in order to gain the active support of people who live and work in, or visit the Manchester area, recognising that everyone needs to participate in a successful Air Quality Action Plan
- Implementation of the Action Plan through targeted actions whose costs and benefits have been evaluated and are appropriate to the wider needs of Greater Manchester
- Integration of the air quality improvements into the wider context of safe, healthy and sustainable urban communities within the Greater Manchester area
- Co-operative working with relevant third parties, such as the Highways Agency in relation to the motorway network, to deliver air quality improvement related to national policy issues, which are largely outside the control of the Greater Manchester Authorities

A wide range of people and opinions were sought throughout the preparation of the Greater Manchester Air Quality Action Plan. Consultation began with an information leaflet and questionnaire entitled 'Clearing the Air' circulated in November 2000; followed by a Focus Group with interested organisations in December 2001 and 'Transport Matters' Newsletters in May 2002 and in November 2003 as the Plan progressed. Comment on the final draft was sought from DEFRA and incorporated appropriately.

Greater Manchester Air Quality Review and Assessment (2004)

During 2003/4 all GM authorities conducted a second mandatory review and assessment of local air quality against national health based objectives (Appendix 1.0). Detailed reviews and assessments are scheduled to take place every three years.

Figure 2.0 highlights the extent of the revised AQMAs for the NO2 annual mean concentration objective across Greater Manchester based on the new modelled assessment results. All the individual revised GM District AQMAs were declared on the basis of projected NO2 concentration exceedances; however, particulates are still an issue, particularly in the city centre, at busy motorway junctions and in areas with a high numbers of bus trips.

A number of differences become apparent when comparing the extent of 2002 (Appendix 2.0) and 2005 GM AQMA. Generally, there appears to be a reduction in the areas of exceedance across the conurbation as a whole. Three key reasons are attributed to the reduction:

1. Improved real time monitoring producing more accurate raw date.

2. Modelling and analysis refinements and improvements

# 5 Air Quality Local Transport Strategy and Action Plan

3. A reduction in the amount of transport and non-transport emissions across GM.

A new NO2 annual mean concentration objective date was been set following the release of the Air Quality Limit Values Regulations in 2003 (Appendix 3.0). For GM to meet National and European air quality obligations all areas of NO2 exceedance (shaded green areas on the GM AQMA Map Fig 2.0) must be brought below the target objective concentration level by 1st January 2010.

**PRODUCING THE GM AQMA MAP**

Producing the GM AQMA Map (Fig 2.0) involves a four stage process -

1. Data collection – Real -time monitoring of emission concentrations using monitoring stations and pollution diffusion tubes. A combination of road side and background sites are used to provide a balanced assessment.

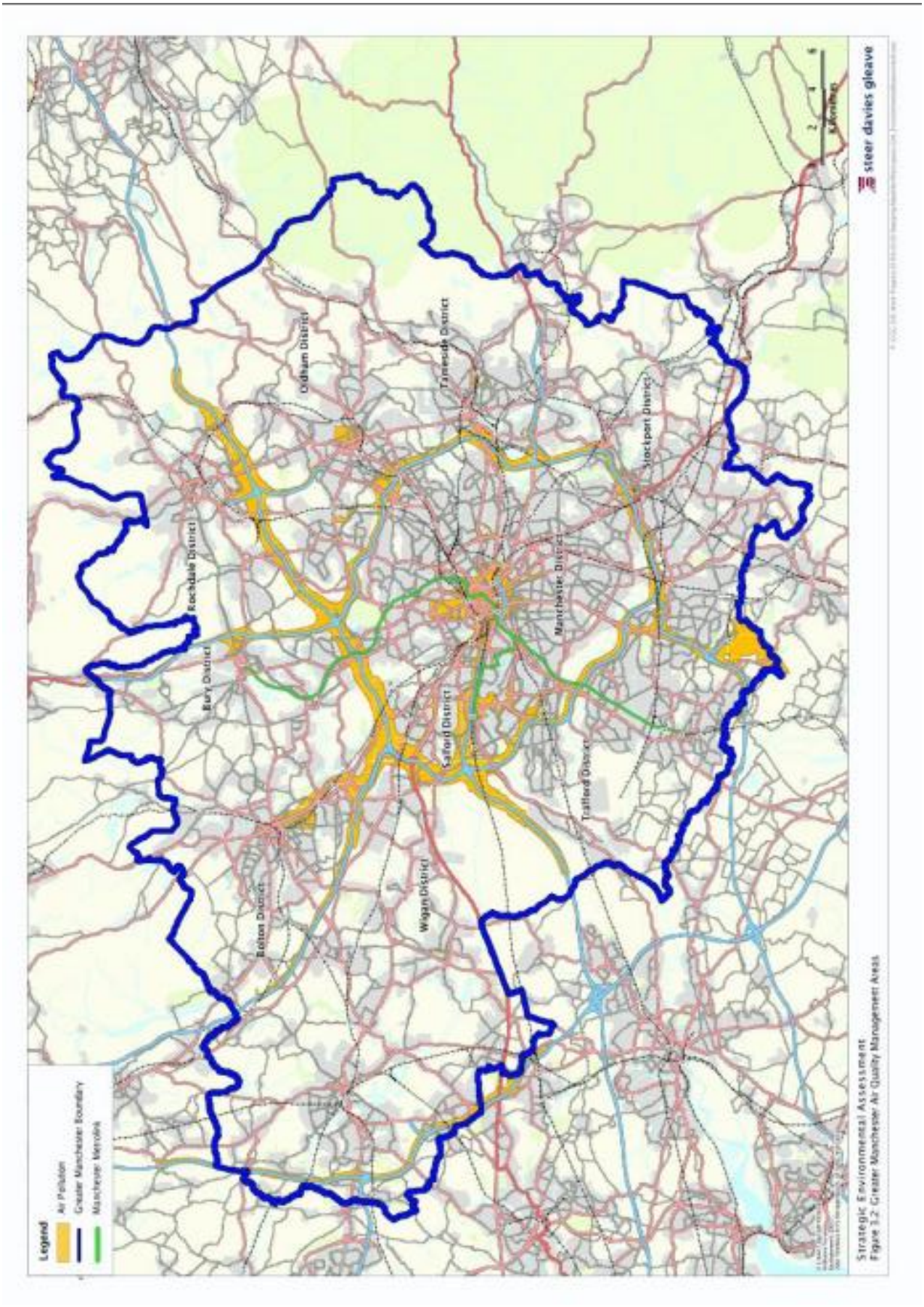
2. Transport Emissions – Traffic type, flows, volumes and speeds are measured. Emission factors are applied to produce tonnes of emissions associated with transport.

3. Non-Transport Emissions – Point source (e.g. large industrial) and area source (e.g. residential areas) emissions are calculated using the EMIGMA inventory.

4. Environmental Modelling – Factors such as weather, topography and cross-boundary contributions are applied to emissions data using air quality modelling.

5. AQMA Emissions Concentrations Map – Modelled concentrations of emissions are plotted on a map (Fig 2.0). Areas of exceedance i.e. concentrations harmful to human health are highlighted.

# Air Quality Local Transport Strategy and Action Plan 5



# 5 Air Quality Local Transport Strategy and Action Plan

## Emissions Sources and Source Apportionment in GM

Local air quality pollutant concentrations are largely determined by the amount of emissions released in the area, local weather and terrain features. The major sources of emissions within Greater Manchester and Warrington are detailed in the **EM**issions **I**nventory for the **G**reater **M**anchester **A**uthorities and Warrington (EMIGMA). The EMIGMA database is updated each year, the latest report was produced in March 2005 and estimates the emissions produced in the area during 2003.

The database contains information on the emissions of pollutants identified in the UK's Air Quality Strategy (Appendix 2.0) from all identifiable sources in the area. The emissions are grouped into three broad categories:

- Stationary point sources – predominantly industrial processes
- Mobile line sources – emissions from road, rail and air transport
- Area based sources – this category includes emissions from domestic and commercial combustion

The latest EMIGMA inventory shows that road transport is the most significant source of pollution across Greater Manchester for both nitrogen oxides and PM10, contributing 68% and 55% of total emissions in 2003 respectively. Emissions from road transport are emitted at ground level unlike the majority of emissions from industrial and combustion sources where the emission point is often from a chimney stack (A higher point of release allows the pollution to disperse more effectively). Consequently, emissions form road transport has a greater direct impact on human health

*Tab. 2.1: Emission sources of nitrogen oxides and particulate matter (PM10) in Greater Manchester(2003) (do not include emissions in Warrington)*

*(Source: The Greater Manchester and Warrington Emissions inventory 2003 Update, March 2005, prepared by CATE and GMTU on behalf of the Greater Manchester and Warrington Authorities)*

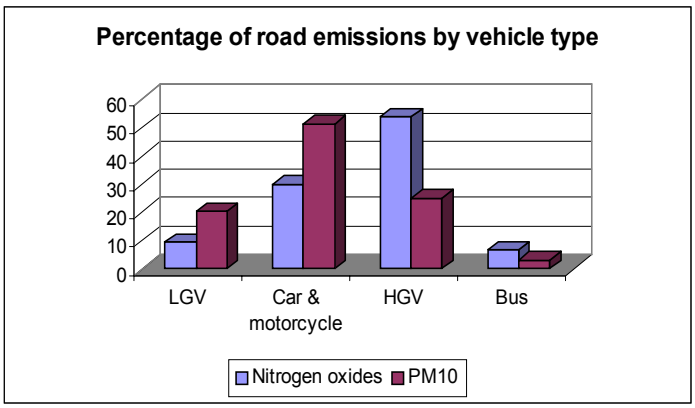
# Air Quality Local Transport Strategy and Action Plan 5

| | Particulate Matter % | Nitrogen oxide % |
|---|---|---|
| Domestic/Commercial Combustion | 13.9 | 16 |
| Bus and Rail Station | 0.4 | 1.8 |
| Road | 54.9 | 68.1 |
| Rail | 0.9 | 2.7 |
| Air | 0.4 | 2.4 |
| Other | 1.0 | 0.1 |
| Point Sources | 28.4 | 8.9 |

The emissions from road transport have been broken down into vehicle type. Despite making up a relatively small proportion of vehicles on the road, heavy goods vehicles contribute over half of the emissions of nitrogen oxides on major roads in Greater Manchester (and Warrington) as can be seen in the graph below. Emissions from cars and motorcycles are also a significant source of both PM10and nitrogen oxides.

**Fig. 2.2 Percentage of road emissions by vehicle type in 2003**

*(Source: The Greater Manchester and Warrington Emissions inventory 2003 Update, March 2005, prepared by CATE and GMTU on behalf of the Greater Manchester and Warrington Authorities)*




Whilst buses contribute to only a small proportion of the total, in some locations buses can contribute to elevated pollution levels. Since improvements to the public transport system are needed to encourage modal shift, it is therefore important that future actions address emissions from buses as well as other road traffic.

# 5 Air Quality Local Transport Strategy and Action Plan

Emissions from industrial sources and domestic fuel burning contribute towards a much lower proportion of ground level pollution concentrations than road traffic. Emissions from these sources may not lead to exceedances of the air quality objectives on their own, but in combination with other sources they do contribute to the problem. Action to address emissions from non-transport sources is being taken by the Greater Manchester Authorities through a separate, but complimentary process, to the GM LTP2.

The major road network, in particular the motorways, are identified as areas where ground level pollution concentrations are highest. The correlation between the highways network and high levels of emissions is clearly evident by looking at the Greater Manchester AQMA map (Figure 2.0).

The EMIGMA database will continue to be updated on behalf of the Greater Manchester authorities; it will be used to provide data for LTP2 monitoring reports to enable trends in emissions to be assessed. Further detailed air quality dispersion modelling will be carried out during 2006/07, this will include an assessment of the contribution that road and non-road sources make to ground level pollution sources in line with DEFRA guidance.

National Air Quality Summary

Since 1993 air quality in urban areas of the UK has improved significantly whereas rural areas have not shown any particular trend. To date, 183 Local Authorities have declared AQMAs, the majority of which are linked to exceedances of the nitrogen dioxide air quality objective.

The government acknowledges that both national and local transport measures are required in order to meet air quality objectives. Although the focus of this strategy and action plan is on local transport measures, it is important that any measures are complimentary and consistent with national policy. Key recent national policies relating to the road transport sector are summarised in the table below. Wider marketing or information programmes within the transport sector have not been included:

| POLICY | DETAILS |
|---|---|
| Unleaded Petrol | Went on sale in 1986 and was compulsory for new vehicles after 1st April 1988 in the UK. Leaded fuel was phased out in 1999. |
| Euro I engine standards* | Mandatory from 1993 for new cars and heavy vehicles (and 1994 for light goods vehicles). Accompanying change in petrol and diesel quality. |
| Lower Sulphur diesel fuel | Introduced for diesel for road transport, such that fuel containing less than 0.05% or 500ppm, sulphur was mandatory after 1st October 1996. |
| Euro II engine standards* | Mandatory for new vehicles from 1996 – 1998. |
| Euro III engine standards* | Mandatory for new vehicles from 2001 - 2002 |
| Change Sulphur Content | Reduced in 2000 to 150ppm for petrol and 350ppm for diesel. (along with changes to benzene content), |
| Ultra-low Sulphur fuel | Due to be introduced in 2005 and reduced sulphur content to 50ppm for petrol and diesel. The UK implemented this policy early in 2000 to 2001, through the introduction of duty differentials. |
| Euro IV engine standards* | Mandatory for new vehicles from 2006 |
| ***Please refer to Fig 5.1 for further information relating to EURO Standards** | |

*Source: Evaluation of the Air Quality Strategy (2004) – AEA Technology*

# Air Quality Local Transport Strategy and Action Plan 5

National air quality policy and measures have had a positive impact on the pollutants as highlighted in the table below:

| Policy | $NO_x$ | $PM_{10}$ | CO | VOC | 1,3 But | Benz. | B[a]P | $CO_2$ | $SO_2$ | Lead |
|---|---|---|---|---|---|---|---|---|---|---|
| Unleaded Petrol | | | | | | | | | | a |
| Euro I cars | * | * | * | * | * | * | * | * | | |
| Euro I all vehicles | * | * | * | * | * | * | * | | | |
| Lower S diesel fuel | | * | | | | | | | * | |
| Euro II | * | * | * | * | * | * | * | | | |
| Euro III | * | * | * | * | * | * | * | | | |
| Change S content | | * | | | | | | | * | |
| Ultra-low S fuel | | * | | | | | | | 8 | |
| Euro IV | * | * | * | * | * | * | * | | | |

*Source: Evaluation of the Air Quality Strategy (2004) – AEA Technology*

The estimated reductions in pollutant levels from 1990 to 2001 due to national policies and measures, relative to a no abatement scenario, are as follows:

| POLLUTANT | OVERALL EMISSION REDUCTION |
|---|---|
| **Due to fuel based standards** | |
| Lead | 99% |
| SO2 | 96% |
| Benzene | 84% |
| **Due to EURO Vehicle Emission Standards** | |
| $NO_x$ | 36% |
| $PM_{10}$ | 48% |
| CO | 42% |
| VOC | 55% |

*Source: Evaluation of the Air Quality Strategy (2004) – AEA Technology*

The emission reductions associated with national policies and measures are projected to increase in the period up to 2010. The forecast reductions relative to a no abatement scenario are summarised in the table below:

| POLLUTANT | OVERALL EMISSION REDUCTION |
|---|---|
| $NO_x$ | 69% |
| $PM_{10}$ | 76% |
| CO | 78% |
| VOC | 81% |

*Source: Evaluation of the Air Quality Strategy (2004) – AEA Technology*

# 5 Air Quality Local Transport Strategy and Action Plan

Progressively stringent mandatory EURO low emission engine standards (See Figure 5.1 – EURO Emissions Summary) on all new vehicles is identified as a as a key national policy in lowering road transport emissions. Further emission reductions are projected to occur past 2010. National policies have only had a small effect in reducing carbon dioxide emissions, the levels have actually increased relative to 1990 due to subsequent rise in transport activity.

2.8 Carbon Dioxide and Climate Change

Transportation in the UK contributes significantly towards total UK greenhouse gas emissions. In particular, the burning of fossil fuels produces significant amounts of carbon dioxide and nitrous oxide. Transport carbon emissions from road transport in the UK account for 24% of total emissions, and it is expected to rise by a further 9% by 2010.

Greenhouse Gases

Carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$) and a group of halogenated compounds (such as CFCs, PFCs and $SF_6$) are the main greenhouse gases produced by human activities.

| GREENHOUSE GAS | DESCRIPTION |
|---|---|
| *CARBON DIOXIDE (CO2)* | Produced when carbon-based fuels are burned in combustion engines and processes. Oxygen from the atmosphere combines with the carbon emissions to produce carbon dioxide. |
| *METHANE* | Some human activities, such as landfilling and raising livestock, add to the levels of methane in the atmosphere. A direct product of the manufacture and combustion of some biofuels and fossil fuels. |
| *NITROUS OXIDE (NOx)* | The major source of man-made nitrous oxide emissions is from agricultural soils. Other sources include agriculture, biomass burning, industry, and fossil fuel powered transport. |
| *HALOGENATED COMPOUNDS* | CFCs are being phased out, but are still present in older refrigerators and air conditioners. |

**The Greenhouse Effect & Climate Change**

The phenomenon whereby the earth's atmosphere traps solar radiation, caused by the presence in the atmosphere of gases such as carbon dioxide, water vapour, and methane that allow incoming sunlight to pass through but absorb heat radiated back from the earth's surface. Human activity, in particular the burning of fossil fuels, has increased the amount of greenhouse gas in the atmosphere. Evidence strongly suggests that this is causing global climate change which will have serious implications for humans and biodiversity alike if the release of greenhouse gases continues un-abated.

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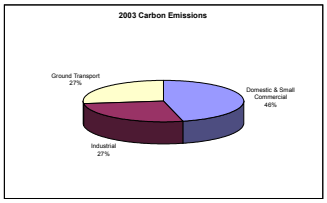
In February 2003, the Government published its Energy White Paper, *Our Energy Future - Creating a Low Carbon Economy*. The White Paper reaffirmed the commitment originally set out in the UK Climate Change Programme (CCP) in 2000. This was to meet the UK's international legally binding target of reducing greenhouse gas emissions by 12.5% below 1990 levels by 2008-12, and move towards the domestic goal of cutting carbon dioxide (CO2) emissions by 20% below 1990 levels by 2010. In addition, it announced the intention to reduce total current carbon dioxide emissions by some 60 per cent by 2050. Measures to reduce emissions from transport are therefore vital if the UK is to meet its climate change objectives.

Although climate change is regarded as a global phenomenon the causes and therefore solutions to the problem need to be addressed at a local level. The LTP2 Guidance (2004) highlights that all local transport plans must endeavour to contribute towards the UK's CO2 commitment and demonstrate how wider local transport policies would contribute to the achievement of CO2 targets.

In GM ground transportation is a major source of carbon dioxide emissions. Fig.2.3 below shows the results of carbon baseline work conducted in 2005 as part of the Sustainability Northwest and Manchester Knowledge Capital initiative “Manchester: The Green Energy Revolution”. Transport modeling reveals that without significant action carbon dioxide emission levels will increase as polluting vehicle activity increases.



# 5 Air Quality Local Transport Strategy and Action Plan

Manchester Airport & Air Quality

Manchester Airport is the third busiest airport in the UK and one of the busiest in Europe, handling 23 million passengers in 2005. The Airport has three passenger terminals and two runways; the second runway opened in February 2001, providing the most substantial increase in national airport capacity for many years. The Airport serves a wide catchment area across Northern Britain, although the majority of passengers are from the North West Region.

Globally, aviation is growing at 4-6% per year. The Government's White Paper "The Future of Air Transport" identifies that Manchester Airport will play a significant part in providing capacity, both for the North of England and as a relief for the increasingly congested South East. It is forecast that 40 million passengers could travel through Manchester Airport by 2015. This will result in a commensurate increase in aircraft movements and, unless managed properly, the potential for greater impact upon the environment and the local community.

Over the years, Manchester Airport has developed its air quality monitoring and modelling capability to more fully understand the impact of airport-related activities on local air quality, including the production of a comprehensive emission inventory for the site and annual reporting of air emissions. Nitrogen dioxide (NO2), particulate matter (PM10), sulphur dioxide (SO2) and ozone are measured using an AURN monitoring station operated jointly with Manchester City Council, located at the airport/community boundary. Regular meetings with Local Authority Environmental Health Officers permit a wider debate on the local air quality issues.

The main sources of ground sourced emissions associated with the airport include:

- Road traffic accessing the airport site.
- Fugitive emissions (e.g. evaporation) during fuelling of vehicles and aircraft.
- Exhaust emissions from operational vehicles and mobile plant on site.
- Power generation plant: diesel generators, boiler plant and the combined heat and power plant.
- Miscellaneous emissions from activities such as fire training.

The main source of NO2 is from aircraft operations and road traffic, whilst most particulates and SO2 arise from vehicles and ground service equipment.

Manchester Airport has implemented several initiatives to reduce air emissions, including the provision of fixed electrical ground power (mains electricity) to supply an aircraft's electrical system whilst parked. This reduces the use of a jet aircraft's auxiliary power unit or mobile diesel generator and the resultant atmospheric emissions and noise. New, low-emission airside and car park buses have been purchased and the fitting of particulate traps is currently taking place which will remove about 90% of these emissions from the vehicle's exhaust. Regular testing of vehicles, both around the terminals and on the airfield, takes place to ensure MOT emissions standards are being met.

Manchester Airport has set a target to increase the number of surface access journeys by passengers and staff by public transport. This has impacts in terms of congestion, air emissions, including greenhouse gases and the use of land for car parking.

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Recent work has included funding the rail link to the Airport, working with train operators to develop a comprehensive network of direct rail services and subsidising off-peak bus services. The Station, a £60M transport interchange, opened in summer 2003, providing a high-quality facility for passengers, staff and the general public to change between rail, local bus, coach and in the future, Metrolink with convenient access to the terminal areas.

The Airport's Employee Travel Plan details how car journeys by staff will be tackled through a series of improvements and incentives to encourage the use public transport – the main message being that small changes in travel habits will make a difference.

The Airport is committed to managing and controlling emissions of all pollutants arising from Airport operations and has therefore developed its own action plan to support those being produced by local authorities in Greater Manchester and Cheshire. The Airport Company also promotes industry best practice for air quality management with service partners. The policies and targets within this action plan are given in the Airport's Environment Plan to 2015. Progress against these targets is reported annually in the Airport's Sustainability report. The Environment Plan also includes a chapter on the Airport's climate change strategy, the calculated emissions and future targets.

Emissions directly linked to aircraft are not included within this strategy. Central Government is directly responsible for aviation emissions. Further information can be found in the 2003 White Paper, "The Future of Air Transport".

Highways Agency & Air Quality

The Highways Agency (HA) strategic approach to air quality is outlined in "Towards a Balance with Nature – HA Strategic Environmental Plan". The plan outlines the HA approach to air emissions management

*"To take practical steps to minimise emissions. This includes appropriate highway designs to influence vehicle operation plus controls on the performance of contractors. In addition we seek to encourage our partners in the vehicle and construction industries to play their part in reducing emissions"*

Towards a Balance with Nature – HA Strategic Environmental Plan (1998

The key HA document of relevance to transportation and air quality in GM is the M60 Route Management Strategy (2005) Aspects of the M60 RMS strategy of relevance to air quality are summarised below:

**Policy Objective** – (ENV4) Seek to reduce the effects of the road network on air and noise pollution.

**Route Outcome** – (Ongoing High Priority) Improved Air Quality for residents adjacent to the Route and reduced greenhouse gases. (Route Outcomes set out what the HA will seek to obtain from the Route over the 10 year period of the Route Management Strategy).

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**Targets -** (Environment) Improve air quality by meeting the Air Quality Strategy targets for carbon dioxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1,3 butadiene (Joint with the Department for Environment, Food and Rural Affairs).

**Problems and Issues** - The Route Performance Report reviews indicate that the annual mean objectives for 2005 on the M60 will be exceeded for NO2 and PM10 for Oldham, Rochdale and Tameside and just NO2 for Bury and Stockport. The annual mean objectives for 2010 are likely to be exceeded for NO2 and PM10 for Oldham and Rochdale and just NO2 for Stockport. The remaining authorities within Greater Manchester through which the route passes are expected to follow a similar trend with exceedances of both NO2 and PM10 in 2005 and 2010. In particular, the report highlighted issues through Sharston Bypass M56 J1 to J3, M60 adjacent to Urmston/Brookhouse M60 J5 to J8, M60 J12 to J13, along the A663 'Broadway' and the M602 J2 to J3. Projections show that the volume of traffic will increase resulting in an increase in carbon dioxide.

**Action** - The HA recognise in M60 strategy that they should consult with local authorities to confirm air quality 'hot spots' along the route and work with them to identify measures available to reduce exposure levels of properties adjacent to the route and to prioritise and implement measures

Other HA Route Management Strategies of relevance in GM include the M6 Route Management Strategy developed in 2002

## 5.3 Strategy Development

Drivers

This strategy and action plan has been developed in a bid to reduce emissions associated with local transportation in GM over the next five years. The key drivers for the development of this document are:

- The release of DfT & DEFRA guidance outlining the requirement for local authorities to integrate the Air Quality Action Plans (AQAPs) with LTP2s.
- The need to update the GM strategy dealing with air quality and transportation.
- The need to improve integration and partnership working between strategic GM air quality stakeholders in order to effectively address air quality issues through local transport measures.

Function

This strategy and action plan is submitted as part of the GM LTP2. The key functions of this document are to:

- Provide an expanded air quality & local transport strategy that supports and compliments the GM LTP2.
- Provide a summary and baseline of the current air quality situation in GM highlighting any significant problems and issues.

# Air Quality Local Transport Strategy and Action Plan 5

- Outline key strategic air quality actions to be delivered across GM
- Provide guidance for GM Districts to aid integration of air quality elements into future transportation works programmes.
- Outline specific air quality actions to be delivered by the GM LTP2 Steering group, the Greater Manchester Public Transport Executive (GMPTE), the Freight Quality Partnership (FQP) and LTP2 Air Quality Working Group.
- To help develop effective partnerships with key strategic air quality stakeholders, in particular the Highways Agency and Manchester Airport, in order to holistically address all transport related air quality issues.

Integration with GM AQAP

The following extract is taken from guidance released by DEFRA in March 2005 regarding the integration of AQAPs into LTP2s:

*"It will ultimately be up to those local authorities with AQMAs to decide whether they should integrate their AQAPs into the LTP. However, it is recommended that integration should take place, where, for example, local road transport is identified as a major source of local air pollution concentrations (aside from background concentrations) within the AQMA or where local road traffic is the major source of predicted exceedances of the air quality objectives."*

*(LAQM PGA(05) DEFRA (March 2005)*

The advice is reiterated in the full guidance on LTPs:

*"Local authorities responsible for local air quality management should integrate Air Quality Action Plans, where transport is the primary factor, into the Local Transport Plan covering their area. The Government strongly recommends this approach, because this integration should enable air quality problems to be dealt with in a more corporate and multi-disciplinary way and will encourage transport planners to work more closely with environmental health departments and other colleagues in devising appropriate solutions."*

*LTP2 Full guidance, DfT (2004)*

The GM authorities agreed to build on existing joint air quality work and integrate the GM AQAP and the GM LTP2. The guidance stipulates integration is permitted if local road transport is identified as a major source of local air pollution. The emission source apportionment analysis (Fig 2.1-2.2) clearly indicates that road transport is a primary source of air emissions linked to the designation of AQMAs. Analysis of the AQMA map (Fig 2.0) also reveals a strong correlation between emissions and the highways network.

In addition to meeting the criteria stated in the guidance GM recognises a number of benefits associated with the integration process:

- It will help increase the profile of air quality in local and sub-regional transport planning.
- It will provide a source of long-term funding for schemes that benefit air quality.

# 5 Air Quality Local Transport Strategy and Action Plan

- It should increase communication across local authority districts and departments i.e. transport planners, air quality officers and sustainability officers will have to work together.
- Integration should ensure that air quality is being dealt with in a more corporate and multi-disciplinary manner, providing best value for use of available resources.

Integration & Development

Local transport and air quality action planning integration work has been undertaken in GM since 2001 through work by the GM Air Quality Action Planning Group. The group was attended by Environmental Health Officers, Transport professionals and planners. More recently in 2004 the GM Air Quality Steering group, the Association of Greater Manchester Authorities (AGMA) and the LTP2 steering group recommended a joint approach to addressing air quality issues. An air quality workgroup (including air quality, transport policy and sustainability officers) has been meeting since autumn 2004 in order to progress the integration process. Activity to date includes:

- Monthly meetings held by the LTP2 air quality workgroup to move forward the integration agenda.
- Separation of the transport and non-transport actions within the GM AQAP.
- Review and update of the existing transportation actions in the GM AQAP to reflect new air quality research and new guidance.
- A workshop was held on 17th June 2005 to update relevant stakeholders (including the Highways Authority, Manchester Airport, GMPTE & district representatives) of the integration progress
- Full review of relevant national guidance and strategy documents
- Consultation with appropriate stakeholders.
- Development of an evidence based approach.
- Consideration of the recommendations of the GM LTP2 Strategic Environmental Assessment (SEA)

During the process of integration it was recognised that a more robust transportation and air quality strategy and action plan was required to effectively address emerging issues. Of particular importance was the need to address carbon dioxide (CO2) and other greenhouse gases. The GM AQAP does not directly address carbon dioxide (because it is not an emission that is directly harmful to human health). New research also indicates that secondary NOX pollutants and smaller particulates (PM2.5) related to transport need to be addressed due to the negative impact on human health (Further details in Section 2.2 and Section 4 below). These issues have been considered during the development of this strategy.

## 5.4 Strategy, Guidance and Research Review

Introduction

The following chapter contains a review of national guidance and research documents relevant to air quality in the context of *local transport.* There are two main aims of this section

# Air Quality Local Transport Strategy and Action Plan 5

- a) Review and assure compliance with relevant central government guidance and strategy
- b) Summarise key research documents relevant to air quality and local transport

A more extensive list of relevant local transport/air quality publications can be found in the "References" section at the back of this document.

National Guidance & Strategy

There exists a large body of European and international policy that is relevant to the GM LTP2. The policies and programmes do not appear below but the content will tend to be reflected through national policy and legislation.

For guidance and analysis regarding the integration of GM LTP2 and the GM AQAP please refer to Chapter 3.0, Local Transport Plan Two (LTP2) Guidance (Dec 2004) - DfT

Guidance released for local authorities in 2004 that details the methodology and approach that should be adopted when producing the second round of local transport plans. The guidance states local transport plans covering air quality should:

- Build on local air quality review and assessment work, and local air quality strategies, where these exist
- Quantify the source of contributions to the predicted air quality exceedances
- Set out how the measures contained in the LTP, as a whole, will enable authorities to move towards meeting the air quality objectives - and identify any measures that are specifically aimed at addressing these issues
- Report on all the options that have been considered - including any air quality management options that fall outside the responsibilities of local transport authorities - and justify the selection of the approach proposed by the authority, if possible in terms of value for money
- Quantify the expected air quality and wider environmental, social and economic impacts of the proposed measures/actions that are to be implemented, and indicate, where possible, as to whether these measures will be sufficient to work towards meeting the air quality objectives
- Set out, where possible, a 2004/05 baseline and a 2010/11 target relating to pollutant concentrations, supplemented by annual trajectories for progress against targets for intermediate outcomes (see below for further information) related to air quality objectives
- Indicate how progress will be monitored and reported through Annual Progress Reports, and how the authority will evaluate the effectiveness of the actions planned
- Include evidence of relevant internal or external consultation activities carried out by the local authorities involved, particularly with local stakeholders such as the Highways Agency and local business/community groups
- Demonstrate that risks towards achievement of the objectives have been fully considered
- Seek to integrate the air quality assessment with Strategic Environmental Assessment of all LTPs subject to SEA requirements.

***National Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2000) - DEFRA***

# 5 Air Quality Local Transport Strategy and Action Plan

The strategy outlines the plans drawn up by the Government to improve and protect ambient air quality in the UK in the medium-term. The proposals aim to primarily protect people's health but also the environment without imposing unacceptable economic or social costs.

The strategy sets objectives for the reduction of ground-level concentrations of eight air pollutants deemed harmful to human health (Appendix 2.0). Monitoring and performance assessment against these objectives is conducted by local authorities in areas where people are regularly present and might be exposed to air pollution. The objectives are the same or similar to mandatory limit values set in European Directives, which the UK Government is legally obliged to meet. The Air Quality Strategy is currently under review, focussing mainly on measures to help deliver the objectives. Local authorities have a duty to review and assess local air quality against seven of the pollutants subject to the Strategy. Where it is found these objectives for those pollutants are unlikely to be met by the due date, they must declare Air Quality Management Areas (AQMAs) and prepare Action Plans setting out proposals to tackle the problems.

**The Future of Transport: a network for 2030 White Paper (2004) - DfT**

A Government white paper released in 2004 outlining the government's strategy for delivering a coherent, multi-modal, sustainable transport network. The three main themes outlined for delivery are sustained investment over the long-term, improvements in transport management and effective planning ahead. One of the key objectives underlying the strategy is balancing the need to travel with the need to improve quality of life. In particular, the strategy indicates there should be a focus on delivering improvements in design and technology to improve air quality and reduce greenhouse gas emissions.

**Transport 2010 – The 10 year plan (2000) – DETR**

This document was produced by the Department of the Environment, Transport and the Regions (DETR) in 2000 and outlines the Government's ten year transport plan. The strategy identifies the following air quality and greenhouse gas UK targets:

- Environment: To improve air quality by meeting our National Air Quality Strategy targets for carbon dioxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1,3 butadiene.
- Environment: To reduce greenhouse gas emissions by 12.5% from 1990 levels, and move towards a 20% reduction in carbon monoxide emissions by 2010

**DTI – Energy White Paper – Our Energy Future – Creating a Low Carbon Economy (2003)**

In February 2003, the Government published its Energy White Paper, Our Energy Future - Creating a Low Carbon Economy. The White Paper reaffirmed the commitment originally set out in the UK Climate Change Programme (CCP) in 2000. This was to meet the UK's international legally binding target of reducing greenhouse gas emissions by 12.5% below 1990 levels by 2008-12, and move towards the domestic goal of cutting CO2 emissions by 20% below 1990

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levels by 2010. In addition, it announced the intention to reduce total current carbon dioxide emissions by some 60 per cent by 2050. Measures to reduce emissions from transport are therefore vital if the UK is to meet its climate change objectives.

Air Quality & Local Transport National Research & Review

The following section contains a summary of key air quality and local transport research and review documents that have been considered in the production of this strategy and action plan:

***An Evaluation of the Air Quality Strategy (2004) – AEA report to DEFRA***

In 2004 AEA technology conducted a review and evaluation of the 2000 National Air Quality Strategy on behalf of DEFRA. A number of conclusions and recommendations were drawn:

- For the transport sector it is possible that the UK may now be at the stage where targeted local action is more cost-effective than national level policies, in particular regarding nitrogen dioxide reduction. This is because the remaining exceedances of the NOX objective (Appendix 2.0) are mostly in the centres of large urban areas.
- The NO2 objective is currently being met in the great majority of the UK and cost benefit assessment alone does not support further action beyond the existing objectives for NO2. This is because NO2 is probably a threshold pollutant, unlike, for example, particulates.
- The NO2 objective and further action to reduce NOX may be justified in cost-benefit terms when associated NOX linked secondary pollutants (nitrates and ozone) and additional impact categories (ecosystems) are included in the analysis.
- However, such secondary pollutants are regional pollutants; locally based objective levels are not relevant. Therefore future policy approach might achieve greater overall health and environmental benefits by considering different policy approaches e.g. by trying to reduce overall pollution weighted exposure to these secondary pollutants rather than focusing on hot-spots.
- Future air quality policies should take account of secondary pollutants such as ozone and secondary particulates. The modelling and analysis of these pollutants is complex and time consuming, and this will have potential implications for the resources needed for future appraisal.
- It is widely accepted that there is no safe population threshold for PM10. Further PM10 reductions will have continued health benefits.
- The greatest health benefits, per tonne of PM10 abated will occur in large urban areas. This is because these areas have higher population densities (and so emission reductions lead to a much greater reduction in population weighted exposure). Emission reductions in these areas are therefore likely to be much more cost effective, as they have order of magnitude greater benefits than say emissions in rural areas. This may also mean that future policy will be more cost-effective (in improving health) if it is targeted towards specific sources. To illustrate, for road transport PM10 we know heavy goods vehicles undertake

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most of their vehicle km on motorways. A more cost effective approach to targeting PM10 emissions from road transport areas might therefore be to target the diesel light goods vehicle fleet at a national level, reflecting their higher urban activity levels.

- Future air quality policies need to be strongly linked with greenhouse gas emissions reductions. This is important because the air pollution costs of the transport sector and ESI have reduced enormously since 1990 – and are predicted to continue falling to 2010. With respects to the full social costs of road transport or electricity production, the social cost of carbon will become as important (if not more so) than the social costs of air pollution. This is in strong contrast to the position in the early 1990s.

- Policies therefore need to adopt a more holistic approach to environmental policy making, with closer links between air quality and climate change policy.

*An Evaluation of the Air Quality Strategy - Local Road Transport Measures (2004) – AEA report to DEFRA*

In addition to the main National Air Quality Strategy evaluation report an additional study focusing on local transport measures in the context of air quality improvements was undertaken by AEA for DEFRA. The key findings of the report are summarised below:

- Scheme that are directed at emissions improvements, such as low emission zones, scrappage schemes and motorway speed restrictions lead to the biggest emissions improvements, and have the largest air quality and health benefits.

- Most of the local transport schemes that are primarily aimed at improving traffic flow or public transport have relatively low emission and air quality benefits, though this is not surprising because these schemes are aimed at other problems (e.g. congestion).

- Local transport measures are potentially effective, but effectiveness is extremely site specific.

- The most effective measures for improving health are not necessarily the most effective measures for achieving the air quality objectives because of the nature and extent of health effects from different pollutants. To illustrate, an individual scheme may have large health benefits (when compared to another) but actually achieve less progress towards air quality objectives

- There are two ways to consider the future effectiveness of air quality improvement:
- To focus on the progress towards legally binding air quality limit values or objectives.
- The second is to focus on maximising health benefits. i.e. to focus on economic efficiency and delivering most health benefits for least cost.
- These two policy objectives are not necessarily consistent, i.e. achieving the air quality objectives does not necessarily deliver maximum health benefits. The reasons are as follows:

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- Nitrogen Dioxide is probably a threshold pollutant at least for short-term exposure. Once the standard has been achieved there maybe no additional health benefits from reducing concentrations further.
- There are however benefits in reducing NOX emissions and associated secondary pollutants.
- In contrast health benefits do occur when reducing PM10 at concentrations below the existing objective level, as there is no threshold of effect for the pollutant. Moreover, PM10 dominates the health impacts of air pollution.
- Future PM10 reduction policy will be more effective if overall health improvement is the primary driver of air quality improvements by targeting PM10 reductions, even below the objective levels, across large urban areas, i.e. focusing on the population weighted reduction. This is in contrast to the current focus on the meeting of the air quality objectives (or progress to lower objectives) at specific hot-spots. The implication is that policy and any local measures might best be targeted towards PM10 reductions at the entire urban (city-wide) level, rather than at local measures that target particular roads or corridors. Such an approach should maximise the population-weighted reduction in exposure. This is different to the focus on reducing air quality exceedances, where the location of emissions is important, i.e. where particular roads or transport corridors are usually of concern. We also have found that the health benefits from PM10 reductions are greatest in very large urban areas (i.e. London and other major conurbations), due to the high population density in these areas. Reducing pollution in these areas will achieve greatest health benefits per tonne of pollution abated. All of these issues have important implications for the types of future policy initiatives and the policies and schemes introduced to address them.
- For future policy for nitrogen dioxide and oxide reduction, greater health and environmental benefits might be achieved by considering different policy approaches that aim to reduce NOX and secondary pollutants, rather than focusing on NO2 hot-spots (certainly beyond the current objective).
- The study found that the local measures that are most effective in improving air quality are different to the measures that have greatest overall urban benefits across wider urban sustainability objectives. This stresses the importance of achieving the right balance at local level between actions that concentrate on local measures primarily aimed at improving local air quality, and/or those that give the greatest benefits consistent with improving the urban environment more generally (i.e. towards overall urban sustainability that improves congestion, accidents, noise, air quality, etc).
- The study predicts that the improvements in air quality from many local measures will decline in future years, as the traffic fleet becomes cleaner (even accounting for traffic growth). This means that the same measure will have less effect if introduced in 2007 than if introduced in 2000. The ranking of measures will also change over time, depending on the scheme type, and whether it affects certain vehicles in the fleet, or modal shift more generally.

*Climate Change Programme Review – Sustainable Development Commission (May 2005)*

The Sustainable Development Commission (http://www.sd-commission.org.uk/) is the Government's independent advisory body on sustainable development. The Commission reports to the Prime Minister and the First Ministers of the Devolved Administrations.

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Transport Carbon emissions from road transport account for 24% of the total emissions, and it is expected to rise by a further 9% by 2010. The recently published figures for carbon emissions from the UK in 2004 confirm that the emission reduction path towards the 2010 target is not on track. The Climate Change Programme Review provides recommendations on how the government can achieve the climate change commitment of reducing CO2 levels by 20% (over 1990 levels) by 2010 and by 60% in 2050. A goal of achieving a 50% cut in carbon emissions from road transport by 2025 (over 1990 levels) through a combination of technological and behavioural change.

The report highlights a number of transportation measures that can be introduced to achieve carbon savings, in particular demand management measures:

- Prioritisation of behavioural change measures in Local Transport Plans
- Good public transport facilities, cycling/walking infrastructure services at points close to this infrastructure
- Removal of financial barriers: such as benefits in kind, and higher mileage rates for larger, more polluting vehicles;
- All public sector bodies to adopt travel plans and modal shift targets

For carbon savings to be made through the demand management measures listed above complimentary measures must also be developed in order to “lock-in” improvements. These include:

- Co-ordinated parking restraints between local authorities
- Implement road charging schemes that will dramatically reduce congestion as well as emissions. A combination of distance and congestion charging will be necessary to tackle both congestion and carbon emissions.
- Increasing the contribution of biofuels to 5% of all road transport fuels
- Reducing the speed limit from 70mph to 65mph can make a significant difference to vehicle emissions, and while there may be some loss of time this is likely to be balanced out by less congestion, fewer accidents and therefore less public spend. France enforced strict speed limits on main motorways in 2003 and succeeded in reducing accidents by 30% and carbon emissions by 19%. It is worth exploring how this success could be replicated in the UK as a policy option for emissions saving. Our assessment is that around 1.5MtC could be saved per year through speed control measures.
- Specific measures to ensure take up of lower carbon vehicles: we have concentrated on the impact of increased VED levels, and on industrial policy for encouraging manufacture of hybrid vehicles in the UK;

*Technical and Non-technical Options to Reduce Emissions of Air Pollutants from Road Transport (2005), AEA report to DEFRA*

The report contains many best practice local road transport policies, schemes and technological examples that can be implemented and utilised to lower road transport linked emissions and improve local air quality.

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## 5.5 Problems and Issues

Introduction

This section further expands on countywide transport related air quality problems and issues highlighted in Chapter 2.0. There are three key areas of focus. A summary of the emissions of concern, a summary of the different sources of emissions and an analysis of environmental and behavioural factors that influence the type, amount and impact of emissions released.

Emissions Summary

Like many urban centres in the UK, local road transport emissions in GM adversely affects air quality. Figure 5.0 provides a summary of the key pollutants that have been identified as an issue. Of the emissions listed, nitrogen dioxide (NO2) is the most significant. All of the GM AQMAs (Figure 2.0) have been declared on the basis of predicted exceedances of the NO2 objective in 2010 if corrective action is not taken. In addition, the mandatory assessed LTP2 air quality indicator and target (LTP8) is directly linked to reducing NO2 concentrations in areas that exceed the NO2 health based objective.

Fig 5.0 – Key Emissions Summary

| Pollutant | Summary |
|---|---|
| **Particulates (PM10)** | The PM10 national air quality objective (Appendix 1) is generally being met across GM. There are however concerns relating to levels in the regional centre and on urban centre roads with high bus usage. Research indicates that PM10s is not a "threshold pollutant" i.e. there is no safe level for human exposure; however, lower concentrations have a lesser impact. This is reflected in the new Clean Air For Europe (CAFÉ) EU Thematic Strategy (2005) which states that EU Member States must significantly lower the current PM10 objective level by 2010. It is likely that many areas of GM will not meet a more stringent objective unless efforts continue to reduce transport linked PM10s. |
| **Ultra fine Particulates (PM2.5)** | A new objective for "Ultra-fine" PM2.5 reduction is proposed in the EU CAFÉ Thematic Strategy. Evidence indicates that elevated levels of PM2.5 have a significant negative impact on human health.<br><br>Presently there is limited knowledge of PM2.5 levels in GM. Initial assessments indicate that actions will be required to reduce PM2.5 in order to meet any future UK targets linked to EU legislation. |
| **Nitrogen Oxides (NOX)** | Transport related NOX emissions are a significant problem in GM. Accordingly, the level of NOX in GM is a mandatory target within GM LTP2 with a challenging 30% reduction of transport related NOX emissions by 2010/11. The impact of NOX is particularly significant given it is a precursor for other harmful pollutants, notably NO2 and ozone. Actions to reduce levels of NOX need to continue in order to meet the target set. |
| **Nitrogen Dioxide (NO2)** | NO2 is a secondary "threshold" pollutant (i.e. it is thought there is a safe exposure level). All the AQMAs in GM were declared on the basis of exceedances of the NO2 national air quality objective.<br><br>Significant progress has been made over the past five years to reduce the level of NO2. Further work must continue, in particular if reduction methods also reduce levels of the NO2 precursor NOX. |
| **Regional Pollutants -(Ozone, Nitric Acid, Photochemical Smog)** | Regional pollutants are defined because they are inherently transboundary in nature i.e. emissions are prone to "drift" from the point of origin. This has implications for directly monitoring and assessing the effects of local transport measures on local air quality. |

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| Pollutant | Summary |
|---|---|
| | Consequently, the requirement to achieve regional pollutant objectives remains the UK Government's responsibility; however, GM is committed to contribute towards meeting regional pollution objectives. |
| **Green House Gas (GHG) Emissions** | The most significant transport linked GHG emission in GM is Carbon Dioxide. The GM LTP2 has adopted a subsidiary target to address CO2 levels across the conurbation. Although not directly harmful to human health the continued growth of GHG emissions has serious environmental, social and economic implications for everyone.<br><br>Trends indicate CO2 transport linked emissions have been steadily increasing in GM. Without action to address this issue the emissions will continue to rise. |

Emission Source Summary

This section provides a summary of air quality problems and issues associated with different transportation modes across GM.

**Cars**

National measures introduced since the early 1990's, including mandatory Euro standards for new cars (Figure 5.1), lead free petrol, low sulphur fuel and improved fuel efficiency have had a significant impact in lowering harmful emissions associated with cars. Significant reductions have been achieved in NOX, sulphur, lead and particulate emissions. The trend of cleaner cars is set to continue as older, more inefficient cars are removed from the active vehicle stock and replaced with cleaner, more efficient newer cars.

In GM, emission levels linked to the average active car stock are falling in line with the national trend; however, the number of car journeys is increasing with a forecast increase of over 200,000 cars between 2001 and 2011. In particular, there is an increase in women drivers and the working population in general as economic activity increases. More journeys coupled with associated increased congestion are negating to some degree the positive impact of cleaner vehicle technologies. In particular, the increased number of car kilometres travelled per year is contributing significantly to transport linked CO2 emissions.

A further issue negating the impact of cleaner technologies concerns the rise in popularity of sports utility vehicles (SUVs) otherwise known as 4x4. In general, SUVs produce more emissions than other types of car due to larger engine sizes (Appendix 4.0). Research also indicates that fatalities and injury severity increases in road accidents involving SUVs compared to other types of car (Appendix 5.0)

The increasing use of air conditioning in cars is another relatively new issue that is contributing towards local pollution problems. Additional fuel is consumed (therefore more emissions are produced) in order to create the additional energy needed to power air conditioning system.

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EURO EMISSION STANDARDS

Regulation of both fuels and vehicles has lead to emissions being made progressively cleaner over time. 'Euro Standards', set out by the European Union, state the maximum allowable vehicle emissions. Before new vehicles can be sold in Europe they have to meet the relevant Euro Standard that limits the amount of pollution that they emit. Four groups of pollutants are regulated by these standards, carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NOx) and particulates (PM). It must be noted that carbon dioxide is not one of the pollutants tested, however, reductions have been achieved through increased fuel efficiency associated with EURO standards.

The first Euro Standard, Euro 1, was phased in from 1992. The emissions limits have been reduced progressively with each following standard introduced. The next standard, Euro II, was phased in from 1996 and Euro III from 2000. Future standards to be phased in will be Euro IV, to take effect from 2005/2006, and additionally for heavy-duty engines Euro V, from 2008. Euro V (light duty engines) and Euro VI (heavy-duty engines) limits are being developed and should come into force around 2010 and 2013 respectively. Evidence indicates that EURO standards are having a significant impact on decreasing emissions associated with road transport across the UK.

Table: Summary of Years of Euro Standards Introduction

| | Car | LGV | HGV | Bus |
|---|---|---|---|---|
| **Euro I** | 1993 | 1994 | 1993 | 1993 |
| **Euro II** | 1997 | 1997-8 | 1996 | 1996 |
| **Euro III** | 2001 | 2002 | 2001 | 2001 |
| **Euro IV** | 2006 | 2006 | 2006 | 2006 |

Appendix 6.0 highlights emission reductions associated with each EURO standard for different types of vehicles. There is a clear trend downward trend to the degree of impact each new EURO standard is

## Buses

The key emission associated with buses in GM is particulate (PM10) and fine particulate matter (PM2.5). Across GM buses contribute only a small proportion of total emissions (Fig 2.2). The GMPTE and GM Districts actively work with bus operators to promote clean technologies and buses with Euro-standard engines (Fig 5.1) are gradually increasing in number.

Many air quality issues associated with buses in GM are localised due to the nature of bus transport i.e. fixed routes and stationery public transport hubs. The most vulnerable sites are urban areas with high bus use and/or a high proportion of older buses, such as Oxford Road and Piccadilly Gardens in the regional centre. Buildings in urban areas tend to reduce the rate of dispersion increasing the concentration and creating pollution “Hotspots”. These areas tend to have a high population density and through flow because they are often residential, shopping, entertainment and employment centres. As a consequence, even though buses produce a proportionally small amount of pollution compared to other forms of transport in GM, it tends to have a significant health impact due to the high level of population exposure. Further compounding the problem, toxicological evidence suggests that sporadic exposure to very high but short lived ‘spikes’ of particles, as found in “Hotspots” is more toxic than exposure to the same dose spread evenly throughout the day (Source: MANUni).

## Freight – Light Goods Vehicles (LGV) & Heavy Goods Vehicles (HGV)

The GM LTP2 contains a Freight Strategy and action plan. The mission statement of the strategy is *“To promote efficient, safer and environmentally friendly freight movement in Greater Manchester, review existing environmental safeguards, and address the need for improved efficiency and environmental performance, in the context of existing conditions and those likely*

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*to arise as a result of increasing traffic growth on the County's transport network".* The Freight Quality Partnership (FQP) was set up in 2002, with the purpose of developing and delivering the GM Freight Strategy.

In 2004 there were 27,230 goods vehicles registered in Greater Manchester, with an average age of 4.6 years. Heavy goods vehicle flows on local roads has fallen nearly half between 1991 and 2003 and by 4% on motorways. This has largely compensated for the growth in car and light goods vehicle flows on local roads. One-third of road freight tonnage in the county passes through the area without stopping.

Despite making up a relatively small proportion of vehicles on the GM roads, heavy and light goods vehicles contribute over 60% of the emissions of nitrogen oxides and over 40% of PM10s (Fig 2.2). National measures, such as the introduction of Euro standards (Fig 5.1) will partially address this issue but further local transport measures and action are required.

**Taxis**

Taxis are an important form of public transport. They provide a demand responsive alternative when other modes of transport are unsuitable. Taxis are particularly important to help deliver improved accessibility for the mobility impaired. In 2004 there were 7884 private hire taxis and 1814 hackney carriages in GM. Based on Wigan mileage data average mileage for private hire vehicles is 39,351 per year and 33,630 for hackney carriages. Therefore total estimated mileage for taxis in GM is 371,248,104 miles per year.

Many of the issues relating to taxis and air quality are much the same as those for privately owned cars; however, there are a few slight nuances. There are far fewer taxis than private cars but the average taxi travels many more miles per year. The majority of taxi trips are undertaken in urban areas and areas of high population and generally existing poor air quality due to high traffic volumes. As with buses, these facts potentially increase the impact that emissions from taxis have due to high population exposure relative to the amount of emissions produced.

Reports produced as part of the GM Cleaner Vehicles emissions testing programme have revealed that a higher proportion of taxis fail emissions tests compared to private cars. A detailed analysis of taxi activity in GM can be found in the report "An assessment of the potential effectiveness of introducing an age limiting vehicle licensing policy on controlling exhaust emissions from taxis within the Greater Manchester and Warrington areas (2005).

**Powered two-wheelers (PTW)**

Powered two-wheelers (PTW) offer a low emission motorised vehicle option. They make up less than 1% of the modal share for all trips made across GM. As part of the LT"P2 process a PTW Strategy is being developed which will include further air quality impact analysis.

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### Light Rail - Metrolink

Electric powered light railway transportation, such as the Metrolink in GM, produces zero/low point of source emissions and hence do not have a direct, negative impact on human health. However, light rail contributes indirectly towards greenhouse gas emissions if the electricity used is generated from fossil fuel sources.

### Heavy Rail

As with light rail, electric powered heavy rail produces zero/low point of source emissions but contributes indirectly towards greenhouse gas emissions if the electricity used is generated from fossil fuel sources. Rail fuelled directly by fossil fuel can have a negative impact on local air quality, particularly when older locomotives are regularly used.

### Cycling & Walking

Cycling and walking are zero emission modes of transportation. Modal shift to cycling and walking from other types of transport will improve air quality and reduce greenhouse gas emissions. Key issues relate to addressing the difficulties in changing peoples travel patterns and encouraging a modal shift away from polluting modes of transportation, in particular the car, to walking and cycling. The GM LTP2 contains a cycling and a walking strategy.

Behaviour and Environment Summary

This section provides a summary of behavioural and environmental factors that have an impact on air quality, emissions and exposure to pollutants.

Increased Mileage by Polluting Modes

Increasing the number of trips made by polluting vehicles in an area will increase point of source of emissions unless cleaner vehicle improvements reduce emissions at source thus negating the impact of more trips.

GM transport models indicate mileage could increase by 4% between 2006 and 20011. It is expected that the majority of growth will occur on motorways given the past trends on local roads, past and proposed increases in motorway capacity, and proposed reallocation of local road capacity to benefit public transport, pedestrians and cyclists

### Congestion

There is a clear correlation between areas of congestion and air quality issues. Levels of emissions are higher on congested roads compared to the same roads with free flowing traffic. There is a strong correlation between areas with high congestion levels and poor air quality across GM.

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### High Speeds

Motorised vehicles travelling at high speeds, in particular, or over 60 miles per hour, are less efficient than when travelling at lower speeds and therefore create proportionally more emissions per mile travelled (Rotterdam: 2004). High speeds on the highways network also contribute towards congestion by creating bottlenecks and contributing towards congestion at junctions and roundabouts.

### Motorways

Due to high speeds, high traffic volumes and the tendency for congestion to build up during busy periods of the day, motorways and the areas around them, are associated with high levels of transport related emissions.

Within GM, traffic on the M6, M60, M602, M66, M62, and M56 is linked to high levels of emissions. The 2005 GM AQMA map (Fig 2.0) shows a clear correlation between the motorway network and high concentrations of nitrogen dioxide. GM transport modelling forecasts an increase in vehicle mileage on the motorway network during the next five years.

### Urban Centres

Many urban centres are prone to poor air quality at ground level. In part, this is due to the high volumes of traffic and associated traffic flow problems leading to congestion. However, areas with tightly packed high-rise buildings surrounding busy roads act as emissions traps and hinder ground level dispersion of emissions. As a result, very high, harmful pollution concentrations can build up very quickly during busy periods. Evidence suggests that exposure to high levels of emissions, in particular NO2 and particulates, for short periods of time is more harmful than an even dose throughout the day.

In the GM Regional Centre, monitoring and modelling studies undertaken in the areas around Piccadilly Gardens and along Oxford Road suggest harmful “peaks” of particulates and NO2 occur. The GM AQMA map (Fig. 2.0) indicates that similar problems exist in other urban centres in GM.

### Population Exposure

Changes in emission levels directly harmful to human health in areas with a high population density and/or through flow will have a proportionally greater impact on human health per emission unit released than less populated areas. Action in urban areas is therefore likely to be much more cost effective, as it will result in benefits of a greater order of magnitude than emissions in rural areas. There are two key issues with this approach however -

- It can promote the displacement and movement of pollution opposed to overall reduction, and therefore is not consistent with CO2 targets. (CO2 is not directly harmful to human health).
- Population exposure approach is less effective for non-threshold pollutants, where there is no safe level for exposure. Potentially you may be causing greater problems by dispersing pollution over a greater area, exposing a greater number of people to a lesser dose.

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### Vehicle Age

Due to improvements in fuel efficiency and vehicle emission standards, in particular EURO standards (Fig 5.1 & Appendix 6.0), older vehicles produce disproportionate amounts of pollution compared to similar newer vehicles. By increasing the number of EURO standard vehicles in the vehicle stock, overall emission reductions will be achieved. Further details of the impact of vehicle age on emissions specific to GM can be found in the 2004 "GM Cleaner Vehicle" scheme analysis report (2005).

### Vehicle Maintenance

Poor vehicle maintenance can increase levels of emissions by a significant amount. The problem is often compounded because older vehicles are often those in a state of poor maintenance. By simply servicing and tuning vehicles at regular intervals significant emission reductions will be achieved. Further details regarding the impact of vehicle maintenance on emissions specific to GM can be found in the 2004 "GM Cleaner Vehicle" scheme analysis report (2005).

### Alternative Fuels & Low Emission Technology

As a general rule fuels that produce the lowest amount of total end pipe emissions per kilometre travelled (i.e. hybrid, electric) offer the best option to improve local air quality. The situation is complicated somewhat because different types of fuel produce different types of emissions in different quantities. It is therefore important when choosing to use and promote fuel in a specific location that local air quality conditions are considered. For instance, vehicles running on diesel produce relatively high levels of particulate matter when compared to other fuels. An increase of diesel vehicles in an AQMA declared on the basis of particulate exceedances would be counter productive. Figure 5.2 below contains a summary of different fuels and relative emission levels.

The two key issues in GM hampering attempts to increase the uptake of alternative fuels and technology are the relatively high cost of emission abatement technology and fast pace of development limiting futurity. Secondly, the lack of alternative fuel refuelling infrastructure in the area. It will be difficult to address these issues locally without national support, including grant schemes for clean technologies and changes to fuel duty regime to the benefit of fuels with lower emissions

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*Fig 5.2 – Relative Emission Comparison for Different Fuels*

| | EMISSIONS | | |
|---|---|---|---|
| FUEL TYPE | $CO_2$ | $NO_x$ | Particulates |
| Petrol | HIGH | HIGH | LOW |
| Diesel | HIGH | MEDIUM | HIGH |
| Electric | LOW | ZERO | ZERO |
| LPG | MEDIUM | HIGH | LOW |
| Hybrid Electric | MEDIUM | MEDIUM | LOW |
| 5% Bio Diesel | MEDIUM | MEDIUM | HIGH |
| 100% Bio Diesel | LOW | MEDIUM | HIGH |
| 5% Bio Ethanol | MEDIUM | HIGH | MEDIUM |
| 100% Bio Ethanol | LOW | HIGH | MEDIUM |
| Fuel Cell (Hydrocarbon) | MEDIUM | ZERO | ZERO |
| Fuel Cell (Hydrogen) | LOW | ZERO | ZERO |
| Natural Gas | MEDIUM | MEDIUM | LOW |
| Cycle/Walk | ZERO | ZERO | ZERO |

### Air Quality & Social Deprivation

The 2000 report produced by AEA for DEFRA "Analysis of Air Pollution and Social Deprivation" suggested a tentative correlation between poor air quality and social deprivation in some areas of large cities in the UK.

### Financial & Social Inequities

Potentially indiscriminate "Polluter Pay" schemes including types of road user charging and congestion charging may result in the car becoming an un-affordable mode of transport for many sections of the public regardless of their needs. The most vulnerable users are likely to be self-employed trades people, people with mobility problems and working single parent families. The GM LTP2 Accessibility strategy fully addresses issues associated with transport and inequities.

### Accessible Developments

There is a correlation between areas with high levels of sustainable accessibility and areas with existing poor air quality. This poses a problem as to whether to permit developments in areas where it is known that the air quality already has a negative impact on human health. However, developments in less sustainably accessible locations with comparatively better air quality could cause wider strategic problems. For example, isolated greenfield business park site developments

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encourage the use of cars for commuting journeys. The overall number of trips will increase by more polluting non-sustainable modes if development occurs in areas with poor sustainable transport accessibility.

Detailed District Problems and Issues

The GM Air Quality Action Plan Progress Report 2005 contains a detailed breakdown of air quality problems, issues and emission levels for each GM District. The report was produced and submitted to DEFRA and the DfT (LTP2 APR) in 2005. A progress report will be produced annually and submitted both to DEFRA and as part of the LTP2 annual progress report. GM Districts also conduct a detailed air quality review and assessment every three years to monitor and report on local air quality issues.

## 5.6 Strategy Overview

Objective and Aims

The key objective for delivering lower local transport related emissions in Greater Manchester is:

*To sustainably reduce the negative impact of local transport related emissions to a minimum; in doing so contribute towards meeting national health based air quality objectives and national greenhouse gas reduction commitments*

The supporting aims are to:

- Reduce the negative impact on human health of transport linked emissions.
- Reduce the need to make trips by polluting modes.
- Reduce the number of trips made by polluting modes by applying the sustainable transport hierarchy principle in the decision making process. In particular, focus on increasing the number of zero emission walking and cycling trips in instances when travel is necessary.
- Promote and use emission abatement technologies and alternative fuels to reduce emissions associated with polluting vehicles. Focus on addressing issues relating to the most polluting vehicles and in areas where emissions have proportionally greater impact on human health per emission unit released.
- Facilitate, promote and encourage the use of clean public transport as an alternative to the car.
- Improve fuel efficiency and therefore reduce emissions by providing appropriate information, route planning and driver training.
- Influence travel behaviour to reduce emissions by implementing intelligent traffic management measures and road design aspects to increase fuel efficiency and support low emission modes.
- Deter and prohibit activity responsible for contributing towards transport related pollution problems and issues through regulation and enforcement.
- Support and promote developments in sustainable, accessible locations

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- Consider population weighted exposure to negative emission impacts in addition to total emission output when planning, assessing and prioritising schemes intended to improve air quality.
- Where appropriate, target specific emission "hotspots", but in doing so, do not displace pollution and associated problems and issues to different locations.
- Support national air quality measures and contribute towards regional and national air quality and climate change targets and objectives.

Strategy Themes

The following section describes local transport strategy themes and practices that if adopted will deliver air quality improvements and greenhouse gas emission reductions across GM. Each section includes details of best practice examples and present and future opportunities in GM to improve air quality. The air quality actions contained in Chapter 8 are directly linked to themes and practices outlined in this section.

**1. TRANSPORT MANAGEMENT & INFRASTRUCTURE**

Intelligent transport management and improvements in sustainable transport infrastructure have the potential to impact positively on both air quality and congestion.

**Speed Control Measures –** Recent studies and research (Rotterdam 2004) have indicated that by reducing the maximum speed limit on motorways to 50 mph significant emission reductions can be achieved. The emission reductions are realised as a result of increased fuel efficiency of cars at lower speeds and better through flow at junctions, roundabouts and friction points resulting in reduced congestion linked emissions.

**Walking and Cycling Infrastructure –** The creation of new, and the enhancement of existing walking and cycling infrastructure and environments will promote and facilitate the use of these modes. This will benefit air quality because walking and cycling are zero emission modes of transport.

**Car Parking –** Effective management and enforcement of car parking responsibilities can be used to improve air quality. In particular, demand management of car parking space can contribute towards limiting the volume of polluting vehicles in pollution "Hotspot" areas. Cross District co-ordination and communication is necessary for effective management and delivery of desired outcomes.

**Public Transport Priority Measures –** Public transport priority measures fall into two major categories. Measures that are based on facility design that usually consists of exclusive lanes for buses on arterials as well as infrastructure design that facilitates the movements of the public transport vehicles. Secondly, measures that rely on traffic control and range from changes to fixed-time signal settings so that they favour the movements of public transport vehicles, to signal priority locally or network-wide to assist their movements in real-time. Such measures help to improve air quality by increasing the popularity of public transport and reducing the number of polluting vehicles on the road by "locking-in" road space for sustainable modes.

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## 2. REGULATION AND ENFORCEMENT

Regulation and enforcement are key tools in both removing emissions at source and controlling emission levels. Measures can function as deterrents, restrict polluting activity and help to raise awareness. Application can be somewhat limited at the local transport level due to reliance on national policy to grant sufficient financial resource and statutory powers.

**Roadside Emission Testing –** Roadside emission testing is an effective way of addressing emission issues associated with poorly maintained and old vehicles. The Cleaner Vehicles Campaign was successfully implemented in LTP1 and is an excellent example of a "polluter pays" measure. A combination of formal and informal emission checks were conducted, with fixed penalty notices issued if vehicles failed to meet required emission standards. The 2004 GMTU "Cleaner Vehicle" scheme analysis report (2005) provides further details regarding the success of the campaign. Further opportunities for vehicle emission testing can be delivered in partnership with Vehicle and Operator Services Agency (VOSA) www.vosa.gov.uk.

**Public Transport Service Provider Contracts** – Contracts with public transport service providers can include EURO emission standard requirements (Fig 5.1) and other air quality abatement criteria such as particulate traps and the use of zero/low emission fuels (Fig 5.2).

**Road User Charging (Area) –** A designated area, as in London, where a driver of a polluting vehicle incurs a cost upon entering. Although an effective measure to reduce emissions within the targeted area, caution must be exercised to ensure the emission problem is not relocated. In particular, areas on the periphery of a designated zone can be vulnerable.

**Road User Charging (Distance) –** A scheme in which a charge is applied per kilometre travelled. Likely to see more uniform emission reductions across all areas which will be beneficial for "non-threshold" (no safe exposure level) emissions i.e. particulates. Intelligent pricing tariffs in certain areas could be used to target "hotpots" of threshold pollutants (Those pollutions with a recognised safe exposure level).

**Traffic Regulation Conditions** – Use powers granted by the revised regulations to limit the emissions associated with public transport on heavily polluted corridors. Conditions provide an important mechanism to target specific pollution hotspots with a high population density and/or through flow.

## 3. SMARTER CHOICES

There is concern that improvements secured through cleaner vehicle technology will be overtaken by continued growth in traffic leading to an increase in air emissions. To combat this effect there is a need to encourage modal shift from more polluting forms, such as single use car journeys to more sustainable, lower emissions modes.

Professional and co-ordinated marketing, promotion and communication are essential for the success of modal shift change. Recent research by UCL/Halcrow funded by the DfT New Horizons fund concludes that behavioural change must contribute two-thirds of the total transport related CO2 emissions reduction required to meet Kyoto targets. Measures including personalised travel planning, increased access to information, effective training and the provision of guidance

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materials are important. Such measures are often grouped together under the banner of "Smarter Choices". The key aim of Smarter Choice schemes is to encourage the use of existing sustainable transport infrastructure by improving the delivery and quality of transportation information provided. Typical measures include:

**Workplace, Residential and School Travel Plans –** Travel plans provide an effective mechanism for organisations to deliver, assess and improve "Smarter Choice" type initiatives in order to achieve modal shift to sustainable modes of travel from the car.

**Home Delivery & Remote Working –** Reduce emissions by encouraging behaviour that negates the need to travel. For example, home working, home delivery of products and services and video conferencing.

**Personalised Travel Planning Information –** Deliver personalised travel information to individuals and small groups to encourage modal shift towards lover polluting forms of transport.

**Marketing Campaigns –** Raise awareness and promote the use of lower polluting modes of transport. Support national sustainable travel campaigns including "Change the Way We Travel Month", "Bike to Work Day", "In Town Without My Car" day and "Walk to School Week".

**Car Clubs and Car Sharing Schemes –** Reduce the number of car trips made by increasing the number of passengers. Fewer trips will result in lower emissions. Car clubs also offer an opportunity to integrate emission control i.e. develop car clubs with low emission vehicles such as hybrids and electric.

**4. PLANNING POLICY & DEVELOPMENT CONTROL**

Planning policy and development control can be used effectively to reduce emissions associated with transport at source and delivering change in the medium and long-term. There are three key methods of approach:

- Encourage development in sustainable locations
- Prevent development in vulnerable areas i.e. areas of existing poor air quality with high population density or through flow. However, there is a need to balance this approach with the needs of regeneration and economic growth and development.
- Secure air quality mitigation measures through planning gain and section 106 agreements such as travel plans and sustainable travel infrastructure investment.

The GM Authorities and the Greater Manchester Passenger Transport Executive (GMPTE) will work closely with planning policy and development control departments to integrate transport related air quality issues, aspects and impacts at a district and regional planning level.

**Planning Policy** – Increase the profile of air quality in the Regional Spatial Strategy, Local Development Frameworks, Sustainable Communities Plan and Neighbourhood Renewal Strategies. In particular, protect infrastructure that reduces the negative impact of freight on air quality and infrastructure supportive of sustainable and accessible transport schemes and policy.

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**Air Quality Planning Guidance –** Develop air quality guidance to influence GM local authority development plans to consider impacts of developments and highlight mitigation measures. Guidance should include details of air quality mitigation measures including restrictions of the number car parking spaces associated with a development and securing travel plans through 106 agreements.

**Impact Assessments –** Utilise impact assessment tools in the planning system to identify negative air quality impacts and inform mitigation measures. Health impact assessments (HIA), environmental impact assessments (EIA) and transport assessments (TA) should be used where appropriate.

**5. CLEAN TECHNOLOGY, FUELS & PRACTICES**

Clean technologies and fuels offer an opportunity to negate and reduce emissions at point of source. Increased uptake will result in reduced emissions and therefore contribute towards improving local air quality. Although many clean technology and fuel measures are delivered at a national level i.e. low fuel duty on biodiesel, EURO engine standards (Fig. 5.1), it is possible to promote and help facilitate measures locally to increase uptake.

**EURO Emission Standards -** Appendix 6.0 highlights the potential of EURO engine standards to reduce tail pipe emissions. Significant local emission reductions can be achieved by encouraging the use of EURO III accredited or later vehicles.

**Financial Support –** Provision and facilitation of grant and financial support for low emission technologies and practices. The highest impact can be realised when targeted at the most polluting vehicles such as freight vehicles, Council fleets and buses in urban centres.

**Sustainable Fuel Infrastructure –** Encourage suppliers to provide sustainable fuel and electricity charging points across GM, in particular in urban centres and supporting freight and local authority fleets.

**Local Authority Fleet Management –** Utilise lower emission technology by developing GM Local Authority fleet management policies that consider air quality issues. Expand down the supply chain by including air quality standards in tenders and contracts for service providers.

**Older Vehicle Scrappage Schemes –**Scrappage schemes work by reducing the number of older, high polluting vehicles within the current vehicle stock, consequently reducing total vehicle stock emissions. Recent Transport Research Libratory (TRL) research indicates that by removing 50% of pre-1993 cars from the road network a reduction of approximately 5% in average urban concentrations of NO2 and PM10 could be achieved.

**Driver Training -** Effective driver training can reduce the amount of tailpipe emissions from all polluting vehicles. Often measures can be simple such as telling bus drivers to turn the engine off when stationary for extended periods at bus stops and stations.

**6. INTERNAL AND EXTERNAL PARTNERSHIPS**

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Effective partnerships with internal and external air quality stakeholders are essential in efforts to lower transport related emissions.

- Hold regular internal meetings in each GM District involving transport policy, planning policy, environmental health, sustainability and travel planning officers and managers in order to effectively deliver the key strategic actions within this document.
- Work with the Highways Agency to identify schemes on motorways and trunk roads to improve air quality.
- Continue to work closely with Manchester Airport to address ground and air related emissions.
- Encourage stakeholder participation in the Carbon Trust management scheme
- Develop partnerships and promote Groundwork and the local Energy Efficiency Advice Centres.
- Continue to work closely with bus operators to lower emissions.
- Develop internal District air quality groups that include representatives from planning, transport, environmental health and sustainability.
- Develop partnerships with Sustainability Northwest and Manchester Knowledge Capital GM carbon dioxide reduction initiative “Manchester: The Green Energy Revolution”.
- Work with developers to improve the air quality impact of new developments.

## 5.7 Key Stakeholders and Delivery Strategy

Summary

The key deliverables of this strategy and action plan are to

- Provide an expanded air quality & local transport strategy that supports and complements the GM LTP2.
- Provide guidance for GM Districts to aid integration of air quality elements into transportation works programmes.
- Provide a summary and baseline of the current air quality situation in GM highlighting any significant problems and issues.
- Outline key strategic air quality actions to be delivered across GM
- Outline specific air quality actions to be delivered by the GM LTP2 Steering group, the Greater Manchester Public Transport Executive (GMPTE), the Freight Quality Partnership (FQP) and LTP2 Air Quality Working Group.
- To develop effective partnerships with key strategic air quality stakeholders, in particular the Highways Agency and Manchester Airport, in order to holistically address all transport related air quality issues

Action Plan Delivery

The actions within the GM LTP2 Air Quality Action Plan Table (Chapter 8) are grouped into the following five sections:

A: LTP2 Air Quality Working Group Actions

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B: GM LTP2 Steering Group Actions

C: GM Freight Quality Partnership (FQP) Air Quality Actions

D: GMPTE/GMPTA Actions

E: Greater Manchester Countywide Actions

Sections A to D have been grouped together according to the air quality stakeholder specifically responsible for project managing the delivery of the action. For example, all the actions in Section A will be project managed by the GM LTP2 Air Quality Working Group; however, other stakeholders may well be involved with actual delivery of the action. The majority of these actions are specific in nature and will be delivered by stakeholder representatives of AGMA and the GMLTP2 strategy and process.

Section E contains strategically themed countywide actions applicable to all air quality stakeholders within GM. All GM Districts have taken account of these actions when developing individual District LTP2 local transport works programmes and during GM segment working discussions (For further details relating the GM segment approach please refer to the main LTP2 document*).*

Key Delivery Stakeholders

Below is a summary of the key stakeholders responsible for implementing the GM air quality actions outlined in the action plan table in Chapter 8:

LTP2 Steering Group - Group responsible for steering, managing the delivery and co-ordinating the development of the GM LTP2. Members include representatives from the GM Districts, GMPTE, GMPTA, Highways Agency and Manchester Airport.

GM Districts - The ten GM Authorities – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan. Transportation managers are primarily responsible for project managing the delivery of relevant GM wide actions and liaising with appropriate internal and external air quality partners.

LTP2 Air Quality Working Group **-** Group created in 2004 following the decision to integrate the GM AQAP and the GM LTP2. The group consists of air quality, planning, transport and sustainability officers from the GM Districts. The role of the group is to improve co-ordination and partnership working between appropriate air quality stakeholders and provide expertise on air quality issues. Membership of he group will expanded in the LTP2 period to include officers from the GMPTE, Highways Agency and Manchester Airport. The group reports to the LTP2 Steering Group and the GM Air Quality Steering Group.

Greater Manchester Passenger Transport Executive (GMPTE) & Greater Manchester Passenger Transport Association (GMPTA) - GM Districts contribute finance from local taxes and appoint local councillors to the GMPTA to represent their district. The Authority decides on public transport policy for the county and provides the funds for GMPTE to carry out these policies.

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Freight Quality Partnership (FQP) - The FQP was set up in 2002, with the purpose of developing a Freight Strategy to improve the efficiency of freight movement in Greater Manchester, whilst mitigating its environmental impact. The Freight Strategy was a component of LTP1, within the context of the Regional Freight Strategy. Membership is the FTA (chair), RHA, GMTU, Wigan, Trafford, Bury (environmental health re. air quality), Manchester , Stockport, Highways Agency, GM Police, Traffic Commissioner (watching brief only), Freightliner, EWS, Freight Forwarders, and Manchester Airport. The FQP reports to the LTP2 steering group.

Other Stakeholders

Below is a summary of those stakeholders that have an important function in delivering better air quality in GM.

**GM Air Quality Steering Group –** Responsible for development and management of non-transport linked countywide air quality actions and consultation on actions developed by the Transport Air Quality Working Group. The group consists of senior environmental health, GMPTE and transport officers and planners.

**Public Health Bodies & Public Health Directors** – Public health bodies, namely the Association of GM Strategic Health Authorities and Association of Greater Manchester Primary Care Trusts, are consulted on the wider transport and health agenda, including the negative health impact of poor air quality.

**Highways Agency (HA) –** The HA is responsible for managing the trunk road and motorway network. HA representatives sit on appropriate LTP2 linked transportation and air quality groups.

**Manchester Airport** - Manchester Airport is the third busiest airport in the UK and one of the busiest in Europe. The Airport serves a wide catchment area across Northern Britain, although the majority of passengers are from the North West Region. Airport representatives sit on appropriate LTP2 linked transportation and air quality groups

**Manchester : The Green Energy Revolution –** A Manchester Knowledge Capital initiative aimed at reducing transport and non-transport linked carbon dioxide emissions.

**GM Environmental Managers Group –** The group consists of GM District environmental and sustainability officers and managers. Part of the remit of the group is to work towards reducing non-transport and transport carbon dioxide emissions across GM.

**Planning Officers Group (POG) –** The Greater Manchester Planning Officers Group has membership drawn from the ten GM planning authorities and is also supported by representatives of other organisations including Government Office North West (GONW), GMPTE, Manchester Airport and the AGMA Planning Units. It meets regularly to consider matters of concern, such as AGMA's contribution to the Regional Spatial Strategy.

Future Development/ & Continuing Improvement

# Air Quality Local Transport Strategy and Action Plan 5

A number of areas have been identified that require further development in order for this strategy and action plan to continue to effectively address air quality issues as and when they arise. Accordingly, actions have been included within the revised action plan for work to progress in the areas below.

**Evidence Base** – Work will continue to strengthen the air quality evidence base on which decisions are made and local transport schemes and interventions are developed. This will be delivered through improvements in air quality modelling, monitoring, consultation and scheme assessment methodology.

**Training & Capacity Building –** Training will be organised by the GM AQ Working Group and GMLTP2 Steering Group help Districts to improve delivery of better air quality in local transport schemes. This will be supported through the segment & corridor approaches (see below) adopted by the central GM LTP2 document to encourage and improve cross GM District working and integration.

**GM LTP2 Segment & Corridor Approach** – Further work will continue to develop air quality actions and monitoring regimes to be delivered in identified GM congestion corridors and GM segments. (For further details regarding the GM segment & corridor approach please refer to the main GM LTP2 document).

**Further Research** - A consistent and up to date evidence base is essential to successfully address dynamic air quality issues and solutions and to accurately inform policy, guidance and promotional materials it is essential to conduct pilot feasibility studies of innovative approaches for effective air quality management.

**New Actions -** The central GM action plan and associated District action plans will be reviewed annually. The review will take into account any new evidence, national strategy and research/pilot results. Relevant stakeholders will be consulted on the development of new actions

**Air Quality Monitoring & Reporting -** All GM Districts will continue to monitor and assess air quality in their areas in line with regulatory responsibilities outlined in the Environment Act (1995). Chapter 9 provides further details regarding monitoring and reporting.

**Update District AQAPs-** Districts will create internal working groups that include representatives from planning, transport, environmental health and sustainability officers to further progress improved local air quality actions.

**Non-transport GM AQAP Actions –** The GM Air Quality Steering Group has taken ownership of the non-transport elements of the GM AQAP. Further work is planned to revise and develop the actions in the near future.

# 5 Air Quality Local Transport Strategy and Action Plan

## 5.8 Action Plan

The Action Plan Tables Explained

Below is a brief summary of the terms used in the air quality action plan tables:

**Reference –** Short reference code for action.

**Project Manager –** Stakeholder(s) listed in Section 7.1 responsible for the project management of the action. The actions have been split into five sections based on project manager responsibility.

**Delivery –** Stakeholder(s)responsible for delivery of the action.

**AQ Impact –** Expected, relative air quality impact if the action is implemented successfully – Low,Medium or High

**AQ Improvement –** Detailed description of the expected air quality and carbon dioxide improvement associated with an action if implemented successfully.

**Non-AQ Effect –** Social and economic impacts of implementing the action.

**Timescale –** Timescale for completion of the action.

**Cost –** Expected financial cost of implementing the action. £ = Less than 100K, ££ = 100K-500K, £££ = 500K-1 million, ££££ = Over 1 million

**Progress to Date –** Details on progress of the action to date.

**Supporting Strategy & Information –** Local, regional or national strategy or information of relevance to the action. Although not stated, the GM LTP2, the GMLTP2 SEA, the GM Integrated Transport Strategy and the GM AQAP are linked to and support all listed actions.

# Air Quality Local Transport Strategy and Action Plan 5

## Air Quality Action Table Index – (Grouped by Project/Action Manager)

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**PROJECT/ACTION MANAGER - A**: LTP2 Air Quality Working Group Actions, **B**: GM LTP2 Steering Group Actions, **C**: GM Freight Quality Partnership (FQP) Air Quality Actions, **D**: GMPTE/GMPTA Actions, **E**: Greater Manchester Countywide Actions

## A: GM LTP2 Air Quality Working Group Air Quality Actions

| REFERENCE | A1 |
|---|---|
| ACTION | **To implement a Roadside Emissions Testing Scheme** |
| DESCRIPTION | A vehicle emissions test programme, with fixed penalty notices issued to drivers if their vehicles do not meet formal emissions standards. Vehicles are chosen at random and tested for carbon monoxide, hydrocarbons, carbon dioxide and nitrogen oxides. Diesel powered engines are subject to a smoke test. Integral to the scheme is public advertising and information campaign to help raise awareness including the provision of emission tests sites where members of the public can bring their vehicles for testing free of charge and without the threat of being issued with a fine. Work will continue in the LTP2 period in partnership with Vehicle and Operator Services Agency (VOSA). |
| PROJECT MANAGER | LTP2 Air Quality Working Group |
| DELIVERY | Manchester City Council is the lead authority |
| AQ IMPACT | Medium |
| AQ IMPROVEMENT | The programme will take place across the whole of the conurbation. The scheme promotes the use of cars with lower emissions therefore it will have a positive impact on air quality. The programme will focus on the environmental impact of poorly tuned vehicles, as well as increasing personal awareness and accountability for travel behaviour Analysis of the data generated on testing days will provide a valuable source of information to help inform future schemes aimed at delivering better air quality. |
| NON-AQ EFFECT | There may be some social exclusion implications as low-income groups are more likely to be the recipients of the fixed penalty notices. However, the scheme is aimed to be primarily an awareness-raising project, with a long lead in time giving drivers prior notice before the enforcement action begins. Drivers will also save money by reducing fuel bills in the long term. |
| TIMESCALE | 2004/5 to 2010/11 |
| COST | £££ |
| PROGRESS TO DATE | The scheme was initiated in the LTP1 period. Refer to the GM AQAP Progress report 2005 for further details. |
| SUPPORTING STRATEGY & INFORMATION | GMTU Report 1063 – July 2005 – Analysis of the results of the autumn 2004 roadside tests of vehicle emissions in Greater Manchester.<br><br>GMTU Report 963 – Analysis of the results of the 2003/4 roadside tests of vehicle emissions in Greater Manchester. |

| REFERENCE | A2 |
|---|---|
| ACTION | **AQ Studies and Research** |
| DESCRIPTION | Studies and research to further understanding of air quality issues as they arise in order to enable an appropriate response to changing circumstances. Particularly important to identify specific problems and issues and highlight targeted, evidence based solutions. Proposals for research may be generated by AGMA Chief Execs, LTP2 Steering Group or appropriate air quality sub-groups.<br><br>Proposed study – M60 air quality study in partnership with the Highways Agency - Impact of enforcing speed controls, impacts of different types of fuels, monitoring station on M60, air quality mitigation measures, population exposure and health impact study. Investigate possibility of match funding support form the Highways Agency. |

| REFERENCE | A2 |
|---|---|
| | Proposed Study – Development of Greater Manchester specific vehicle emission factors. |
| **PROJECT MANAGER** | LTP2 Air Quality Working Group |
| **DELIVERY** | AQ Consultants, GMTU, District Air Quality Officers |
| **AQ IMPACT** | Medium |
| **AQ IMPROVEMENT** | Associated air quality improvements resulting from identifying specific air quality problems and issues and developing targeted, evidence-based solutions. |
| **NON-AQ EFFECT** | Reduce congestion resulting from actions/studies that improve air quality i.e. speed controls |
| **TIMESCALE** | Ongoing – Annual delivery |
| **COST** | ££ |
| **PROGRESS TO DATE** | New action. Will build on areas of research identified (Low Emission Zones) in addition to new proposals |
| **SUPPORTING STRATEGY & INFORMATION** | M60 Route Management Strategy, Low Emission Zone (LEZ) Study. |

| REFERENCE | A3 |
|---|---|
| **ACTION** | **Taxi Licensing Review** |
| **DESCRIPTION** | Conduct a review of the of private hire and hackney carriage licensing regime and incorporate measures aimed at reducing emissions associated with taxis. |
| **PROJECT MANAGER** | LTP2 Air Quality Working Group |
| **DELIVERY** | Manchester Licensing Managers Group, Manchester Area Pollution Advisory Council (MAPAC) & District Taxi Licensing Officers |
| **AQ IMPACT** | Low |
| **AQ IMPROVEMENT** | Activity resulting in fuel efficiency improvements and the take up of cleaner technologies will reduce emissions of PM10, N0X and CO2. The air quality improvement will be most significant in urban areas where many taxis operate and air quality exceedances are a significant issue. |
| **NON-AQ EFFECT** | Financial benefits from increased fuel efficiency and lower duties on alternative fuels. It will help to raise awareness of environmental issues with passengers travelling in “Green” taxis. Inclusion and ownership of new measures should be pursued to avoid potential resentment. |
| **TIMESCALE** | 2006 |
| **COST** | £ |
| **PROGRESS TO DATE** | Work is in progress to integrate this action within the LTP2 Taxi Strategy. Refer to the GM AQAP Progress report 2005 for further details. |
| **SUPPORTING STRATEGY & INFORMATION** | LTP2 Taxi Strategy |

| REFERENCE | A4 |
|---|---|
| **ACTION** | **Vehicle Clean-Up Programme** |
| **DESCRIPTION** | A package of measures aimed at reducing CO2, NOX and PM10s emissions linked to freight, taxis, buses and Council fleet transportation (including Council fleet sub-contractors i.e. GM Waste) in Greater Manchester:<br><br>● Grant provision to fit particulate traps to Euro 3 standard vehicles or later utilising central government "Transport Energy" grants. (Transport Energy programme currently under review) and LTP2 funds.<br>● Development of freight route planning tool<br>● Supporting seminars, website and publicity materials aimed at outlining the business benefits of measures to lower emissions, in particular fuel efficiency and effective route planning/congestion avoidance. |
| **PROJECT MANAGER** | LTP2 Air Quality Working Group |
| **DELIVERY** | District Taxi Licensing Officers, Sustainable Travel Co-ordinators, AQ Consultants, Freight Quality Partnership (FQP), GMPTE, LTP2 Air Quality Working Group. |
| **AQ IMPACT** | Medium |
| **AQ IMPROVEMENT** | Activity resulting in fuel efficiency improvements and the take up of cleaner technologies will reduce emissions of PM10, N0X and CO2. |
| **NON-AQ EFFECT** | Financial benefits from increased fuel efficiency and lower duties on alternative fuels. Reduced congestion. |
| **TIMESCALE** | Ongoing – Annual delivery |
| **COST** | £££ |
| **PROGRESS TO DATE** | New action. GMPTE has undertaken some work. |
| **SUPPORTING STRATEGY & INFORMATION** | LTP2 Freight Strategy, LTP2 Taxi Strategy |

| REFERENCE | A5 |
|---|---|
| **ACTION** | **Air Quality Training** |
| **DESCRIPTION** | Air quality training and capacity building for District transportation policy officers, engineers and transportation managers. The aims of the training are to:<br><br>● Raise awareness of air quality issues in transportation<br>● Provide and introduction to air quality obligations and commitments in local government<br>● Introduction to types of pollutions and their impacts |

| REFERENCE | A5 |
|---|---|
| | ● Provide advice on how best to tackle air quality issues through transportation works programmes<br>● Create an LTP2 scheme air quality impact assessment tool |
| **PROJECT MANAGER** | LTP2 Air Quality Working Group |
| **DELIVERY** | External specialist consultants |
| **AQ IMPACT** | District LTP2 transportation work programmes will more effectively deliver better air quality resulting in the reduction of emissions. |
| **AQ IMPROVEMENT** | High |
| **NON-AQ EFFECT** | Many of the schemes associated with delivering better air quality in District works programmes will result in lower congestion. Encourage improved cross-District working supporting the segment and corridor approach to transportation works programmes promoted by Greater Manchester. |
| **TIMESCALE** | 2006-8 - Review of impact in 2007/8, if successful continue scheme |
| **COST** | £ |
| **PROGRESS TO DATE** | New action |
| **SUPPORTING STRATEGY & INFORMATION** | |

| REFERENCE | A6 |
|---|---|
| **ACTION** | **Improve and Develop Manchester Airport Air Quality Partnership** |
| **DESCRIPTION** | Work closely with Manchester Airport to address ground transport related emissions |
| **PROJECT MANAGER** | LTP2 Air Quality Working Group & LTP2 Steering Group |
| **DELIVERY** | Manchester Airport, LTP2 Steering Group, LTP2 Air Quality Working Group |
| **AQ IMPACT** | Low-Medium |
| **AQ IMPROVEMENT** | Lower emissions relating to Manchester Airport transportation |
| **NON-AQ EFFECT** | Economic benefit associated with improved access and lower congestion levels |
| **TIMESCALE** | Ongoing |
| **COST** | £ |
| **PROGRESS TO DATE** | Work is in progress. Refer to the GM AQAP Progress report 2005 for further details. |
| **SUPPORTING STRATEGY & INFORMATION** | Manchester Airport Environment Plan to 2015, Manchester Airport Air Quality Action Plan |

| REFERENCE | A7 |
|---|---|
| **ACTION** | **Develop GM Supplementary Air Quality Planning guidance and Mitigation Measures** |
| **DESCRIPTION** | Develop GM wide guidance for developers submitting planning applications including a list of mitigation measures that could be included |

| REFERENCE | A7 |
|---|---|
| | in building design (including travel plans, cycle racks and showers) and could be secured through planning conditions and Section 106 agreements. |
| **PROJECT MANAGER** | LTP2 Air Quality Working Group |
| **DELIVERY** | LTP2 Air Quality Working Group, District Planning Officers, District Air Quality Officers, Planning Officers Group |
| **AQ IMPACT** | Medium |
| **AQ IMPROVEMENT** | Undertaking the assessment in itself would not improve air quality, however, should the assessment reveal that the air quality impact of the development was significant mitigating measures could be designed into the scheme in order to ameliorate the problem. The SPG will facilitate and encourage the use of sustainable, low emission, modes of transport to the site in the future, reducing negative impacts on air quality. |
| **NON-AQ EFFECT** | The guidance will improve consistency across the Greater Manchester authorities regarding the types of development for which an air quality assessment is required and the appropriate methodology to follow. This will make the planning process more transparent. The guidance will also raise awareness of air quality and sustainable development principles. The introduction of mitigating measures may enable development to take place in circumstances that could otherwise result in refusal of planning consent. Encouraging good design may also enable developers to consider sustainable development principles. The measures may also lead to other improvements to the natural and built environment, such as reduced noise and visual impact. The guidance would allow more consistent consideration of possible mitigating measures across Greater Manchester. |
| **TIMESCALE** | 2006 |
| **COST** | £ |
| **PROGRESS TO DATE** | In development. Refer to the GM AQAP Progress report 2005 for further details. |
| **SUPPORTING STRATEGY & INFORMATION** | Wigan Council Draft Air Quality Planning Guidance Document" (2005) |

| REFERENCE | A8 |
|---|---|
| **ACTION** | **Promotional Campaign** |
| **DESCRIPTION** | Develop an air quality promotions campaign and website to raise the profile of air quality issues in Greater Manchester. Work closely with smarter choices initiatives and travel planner and improve links with “Manchester is My Planet” carbon dioxide reduction initiative. |
| **PROJECT MANAGER** | LTP2 Air Quality Working Group |
| **DELIVERY** | LTP2 Air Quality Working Group, District Sustainable Travel Planners, “Manchester is My Planet” Officers |
| **AQ IMPACT** | Low-Medium |
| **AQ IMPROVEMENT** | Air quality improvements will be realised by raising awareness and by contributing to changing travel behaviour to more sustainable, lower polluting modes. |
| **NON-AQ EFFECT** | Will help to build partnerships with complimentary schemes and groups. Will help to identify and promote the links between transportation and health. |
| **TIMESCALE** | Ongoing |
| **COST** | £ |
| **PROGRESS TO DATE** | Partially delivered through the Cleaner vehicles campaign. “Manchester is My Planet” Knowledge Capital initiative underway. |
| **SUPPORTING STRATEGY & INFORMATION** | “Manchester is My Planet” strategy |

| REFERENCE | A9 |
|---|---|
| **ACTION** | **Air Quality Monitoring** |
| **DESCRIPTION** | Monitoring and modelling of air quality emissions |
| **PROJECT MANAGER** | LTP2 Air Quality Working Group |
| **DELIVERY** | District Air Quality Officers, GMTU, GM Air Quality Steering Group |
| **AQ IMPACT** | No direct impact |
| **AQ IMPROVEMENT** | N./A |
| **NON-AQ EFFECT** | No direct effect |
| **TIMESCALE** | Ongoing |
| **COST** | ££ |
| **PROGRESS TO DATE** | Monitoring ongoing. |
| **SUPPORTING STRATEGY & INFORMATION** | |

| REFERENCE | A10 |
|---|---|
| **ACTION** | **Develop GM Fuel Strategy** |
| **DESCRIPTION** | Development of a fuel strategy for Greater Manchester. Investigate the potential of using alternatives to fossil fuels such as biofuels, hybrids, |

| REFERENCE | A10 |
|---|---|
| | hydrogen cell and electric. Investigate supply issues. |
| **PROJECT MANAGER** | LTP2 Air Quality Working Group |
| **DELIVERY** | LTP2 Air Quality Working Group, GMPTE, FQP |
| **AQ IMPACT** | Low |
| **AQ IMPROVEMENT** | Increased use of lower emission fuels will have a positive impact on air quality. |
| **NON-AQ EFFECT** | Creation of new jobs due to increased demand for new types of fuels and technologies. Particular focus on utilising biofuels. |
| **TIMESCALE** | 2007 |
| **COST** | £ |
| **PROGRESS TO DATE** | New Action |
| **SUPPORTING STRATEGY & INFORMATION** | Freight Strategy |

## B: GM LTP2 Steering Group Actions

| REFERENCE | B1 |
|---|---|
| **ACTION** | **Create the Greater Manchester LTP2 Air Quality Working Group** |
| **DESCRIPTION** | Create a Greater Manchester Air Quality Working Group to co-ordinate air quality promotional activity, produce and contribute to relevant Greater Manchester air quality guidance and policy documents, and provide a forum for cross-area air quality issues to be discussed and addressed. |
| **PROJECT MANAGER** | LTP2 Steering Group |
| **DELIVERY** | LTP2 Steering Group |
| **AQ IMPACT** | No direct impact |
| **AQ IMPROVEMENT** | Will enable effective implementation of appropriate air quality actions. |
| **NON-AQ EFFECT** | Improved links between different stakeholders with an interest in sustainable issues. |
| **TIMESCALE** | Delivered - Ongoing |
| **COST** | £ |
| **PROGRESS TO DATE** | Group has been formed but needs to expand member base to include representatives from all stakeholder groups. |
| **SUPPORTING STRATEGY & INFORMATION** | |

| REFERENCE | B2 |
|---|---|
| **ACTION** | **Continue to Build Partnerships with the Highways Agency** |
| **DESCRIPTION** | Greater Manchester districts will work with the Highways Agency and their consultants to assist in the development of the M60 Route Management strategy, and other schemes, to ensure that air quality improvement is a key objective. In particular, we will encourage the Highways Agency to identify schemes on motorways and trunk roads where speed control could improve air quality. Work is currently being undertaken with the HA to address HGV air quality linked air quality issues at Heywood Distribution centre (M62 Junction 19). This is included within the HA M60 Route Management Strategy. |

| REFERENCE | B2 |
|---|---|
| **PROJECT MANAGER** | LTP2 Steering Group |
| **DELIVERY** | LTP2 Steering Group & LTP2 Air Quality Working Group |
| **AQ IMPACT** | Potentially High |
| **AQ IMPROVEMENT** | Air quality improvement will be identified during the development of joint working. Air quality improvements can be realised by introducing speed restrictions on the motorway network. |
| **NON-AQ EFFECT** | Reducing vehicle speeds may increase journey times off-peak but is expected to smooth traffic flows and reduce congestion during busy periods. There may also be a reduction in traffic noise and improved safety. Reductions in speed limits may be unpopular with some motorists and could lead to traffic being displaced onto other roads in the area. |
| **TIMESCALE** | Ongoing |
| **COST** | ££ |
| **PROGRESS TO DATE** | Joint working with the Highways Agency is currently underway. Refer to the GM AQAP Progress report 2005 for further details. |
| **SUPPORTING STRATEGY & INFORMATION** | M60 Route Management strategy |

| REFERENCE | B3 |
|---|---|
| **ACTION** | **Road user and workplace-parking charges** |
| **DESCRIPTION** | Explore the contribution that road user and workplace-parking charges might make to the improvement of air quality. Any consideration of such charging schemes will take place in accordance with the following conditions:<br><br>● - Full consultation with residents, businesses and other stakeholders will be carried out. |

| REFERENCE | B3 |
|---|---|
| | ● - New high quality alternatives such as Metrolink and Quality Bus Corridors must be significantly advanced before charges can be introduced.<br>● - A regional approach to charging must be taken to ensure that it does not harm overall competitiveness and areas introducing charges are not disadvantaged. |
| **PROJECT MANAGER** | LTP2 Steering Group |
| **DELIVERY** | LTP2 Steering Group, AGMA, Highways Agency, GM Districts |
| **AQ IMPACT** | High |
| **AQ IMPROVEMENT** | Could have a significant positive impact depending on the amount of traffic reduction achieved, which in turn will result in holistic air emission reductions. |
| **NON-AQ EFFECT** | Congestion would be considerably reduced. Public transport would operate more reliably, and would potentially gain increased patronage transferring from the car. There could be adverse impacts on businesses within the charging zone, especially near the cordon, as a result of drivers going elsewhere to avoid paying the charge. |
| **TIMESCALE** | Ongoing |
| **COST** | £ to research, ££££ to implement |
| **PROGRESS TO DATE** | Refer to the GM AQAP Progress report 2005 for further details. |
| **SUPPORTING STRATEGY & INFORMATION** | |

| REFERENCE | B4 |
|---|---|
| **ACTION** | **Employ Greater Manchester Travel Plan Co-ordinator** |
| **DESCRIPTION** | Post to effectively deliver and co-ordinate Greater Manchester wide “Smarter Choice” initiatives. |
| **PROJECT MANAGER** | LTP2 Steering Group |
| **DELIVERY** | LTP2 Steering Group |
| **AQ IMPACT** | Low |
| **AQ IMPROVEMENT** | Increased number of trips by sustainable, low pollution modes at the expense of car journeys will reduce transport related air emissions |
| **NON-AQ EFFECT** | Positive health impacts of increased number of journeys made by “active” modes i.e. walking and cycling. Increased travel choice will result in increased accessibility to essential education, employment, healthcare and leisure opportunities. Reduced congestion. Improved “segment” working and delivery of LTP2. |
| **TIMESCALE** | Ongoing |
| **COST** | ££ |
| **PROGRESS TO DATE** | Post has successfully been in place since the LTP1 period |
| **SUPPORTING STRATEGY & INFORMATION** | LTP2 “Smarter Choices” initiatives, draft Greater Manchester travel plan supplementary planning guidance, GM Smarter Choice Strategy |

| REFERENCE | B5 |
|---|---|
| **ACTION** | **Work Jointly with the Manchester "The Green Energy Revolution" Programme** |
| **DESCRIPTION** | Manchester: The Green Energy Revolution is a Manchester Knowledge Capital initiative aimed at reducing transport and non-transport linked carbon dioxide emissions. |
| **PROJECT MANAGER** | LTP2 Steering Group |
| **DELIVERY** | LTP2 Steering Group |
| **AQ IMPACT** | Low |
| **AQ IMPROVEMENT** | Carbon dioxide reductions |
| **NON-AQ EFFECT** | Carbon dioxide reductions |
| **TIMESCALE** | Ongoing |
| **COST** | £ |
| **PROGRESS TO DATE** | Consulted as part of the LTP2 process |
| **SUPPORTING STRATEGY & INFORMATION** | "Manchester: The Green Energy Revolution", (2005) Quantum Strategy & Technology & Partners |

# Air Quality Local Transport Strategy and Action Plan 5

C: GM Freight Quality Partnership (FQP) Air Quality Actions

| REFERENCE | C1 |
|---|---|
| **ACTION** | **Promote & Develop Freight Air Quality Best Practice Guidance** |
| **DESCRIPTION** | Promotion of appropriate air emission reduction practices, fuels, and technologies including lower emission vehicle specifications, driver training, vehicle tuning, and journey planning for circulation amongst HGV and fleet operators |
| **PROJECT MANAGER** | FQP in partnership with LTP2 Air Quality Working Group |
| **DELIVERY** | LTP2 Air Quality Working Group |
| **AQ IMPACT** | Medium |
| **AQ IMPROVEMENT** | Without a measure of the rate at which operators adopt measures it is not possible to quantify the improvement in HGV emissions that may be expected, but if campaigns were successful a significant improvement could be expected. Road freight key source of harmful emissions in Greater Manchester. |
| **NON-AQ EFFECT** | Fuel bills to operators should be reduced, as will the general sustainability impact of HGVs. However, there is a view that servicing and maintenance costs of alternatively fuelled vehicles may rise. |
| **TIMESCALE** | 2006 |
| **COST** | £ |
| **PROGRESS TO DATE** | Refer to the GM AQAP Progress report 2005 for further details. |
| **SUPPORTING STRATEGY & INFORMATION** | LTP2 Freight Strategy |

| REFERENCE | C2 |
|---|---|
| **ACTION** | **Produce Greater Manchester Drivers Freight Map** |
| **DESCRIPTION** | Produce Greater Manchester Drivers Freight Map to aid journey planning |
| **PROJECT MANAGER** | FQP |
| **DELIVERY** | FQP |
| **AQ IMPACT** | Low |
| **AQ IMPROVEMENT** | Improved journey planning results in lower fuel usage and reduced emissions. |
| **NON-AQ EFFECT** | Contributes towards lower congestion and cost savings through improved fuel efficiency. |
| **TIMESCALE** | Complete |
| **COST** | £ |
| **PROGRESS TO DATE** | Complete |
| **SUPPORTING STRATEGY & INFORMATION** | LTP2 Freight Strategy, Greater Manchester Drivers Freight Map |

| REFERENCE | C3 |
|---|---|
| **ACTION** | **Sustainable Distribution Guidance** |

| REFERENCE | C3 |
|---|---|
| **DESCRIPTION** | Seek the support and guidance of Central Government in relation to the promotion and implementation of Sustainable Distribution guidance amongst commercial operations and other agencies in the region.<br><br>- Consult with Central government<br><br>- Disseminate Sustainable Distribution guidance to relevant stakeholders<br><br>- Engage vehicle operators |

| REFERENCE | C3 |
|---|---|
| PROJECT MANAGER | FQP |
| DELIVERY | FQP, District Fleet Managers |
| AQ IMPACT | Low |
| AQ IMPROVEMENT | More efficient distribution should lead to fewer miles being run and therefore lower emissions. |
| NON-AQ EFFECT | More efficient distribution should lead to fewer miles being run and therefore financial savings will be realised. |
| TIMESCALE | 2006 |
| COST | £ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details. |
| SUPPORTING STRATEGY & INFORMATION | LTP2 Freight Strategy |

| REFERENCE | C4 |
|---|---|
| ACTION | **Night time Freight Deliveries** |
| DESCRIPTION | Examine the feasibility of night-time deliveries by investigating the relaxation of delivery curfews relating to existing or proposed commercial premises, ensuring that there is a full consideration of the potential noise/nuisance impact. |
| PROJECT MANAGER | FQP |
| DELIVERY | FQP, GMTU, LTP2 Air Quality Working Group |
| AQ IMPACT | Low |
| AQ IMPROVEMENT | The transfer of goods vehicle journeys from day to night will reduce congestion during the day on major routes. Emission reductions should occur due to quieter roads resulting in more fuel-efficient driving practices. |
| NON-AQ EFFECT | Reduced congestion, reduced journey times, and less driver fatigue/stress, however there is a potential for greater noise nuisance during the night. |
| TIMESCALE | 2007 |
| COST | ££ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details. |
| SUPPORTING STRATEGY & INFORMATION | LTP2 Freight Strategy |

| REFERENCE | C5 |
|---|---|
| ACTION | **Identify and Address Key Environmental Impact Points for Freight on the Road And Rail Network** |
| DESCRIPTION | Assessment of all points on the road/rail network where freight has the biggest detrimental impact, or has the potential to have a positive impact, on the environment, and implement any feasible actions. |

| REFERENCE | C5 |
|---|---|
| **PROJECT MANAGER** | FQP |
| **DELIVERY** | FQP, LTP2 Air Quality Working Group, GMTU |
| **AQ IMPACT** | Medium |
| **AQ IMPROVEMENT** | Potential air quality improvements could be high, depending on the actions identified and the funds available to implement them. |
| **NON-AQ EFFECT** | It may lead to reductions in congestion and general nuisance problems from HGVs and improve rail use. |
| **TIMESCALE** | 2007 |
| **COST** | ££ |
| **PROGRESS TO DATE** | Refer to the GM AQAP Progress report 2005 for further details. |
| **SUPPORTING STRATEGY & INFORMATION** | LTP2 Freight Strategy |

## D: GMPTE Air Quality Actions

| REFERENCE | D1 |
|---|---|
| **ACTION** | **Work With Bus Operators To Reduce Bus Emissions** |
| **DESCRIPTION** | This will include grant-aid for low-pollution technology and changes to conditions for services that GMPTE procures:<br>- Issue grants to operators to encourage low pollution technology<br>- Research and revise GMPTE procurement contracts and integrate appropriate conditions aimed at reducing emissions<br>- Research, develop and trial new technologies |

| REFERENCE | D1 |
|---|---|
| | - Provide driver training aimed at improving fuel efficiency |
| **PROJECT MANAGER** | GMPTE |
| **DELIVERY** | GMPTE, LTP2 Air Quality Working Group |
| **AQ IMPACT** | High |
| **AQ IMPROVEMENT** | There is potential for significant reduction in particulates, NOX and CO2 emitted by buses in Greater Manchester. |
| **NON-AQ EFFECT** | Creation of local employment and encouragement of local entrepreneurs who wish to develop clean vehicle technologies. It will help to raise awareness of sustainability issues. Increased fuel efficiency will lead to financial gains. |
| **TIMESCALE** | Ongoing |
| **COST** | £££ |
| **PROGRESS TO DATE** | Refer to the GM AQAP Progress report 2005 for further details. |
| **SUPPORTING STRATEGY & INFORMATION** | |

| REFERENCE | D2 |
|---|---|
| **ACTION** | **Set Up Bus Quality Agreements (BQA) that Include Challenging Air Quality Standards** |
| **DESCRIPTION** | Research and revise Bus Quality Agreements and integrate appropriate conditions aimed at reducing emissions. |
| **PROJECT MANAGER** | GMPTE |
| **DELIVERY** | GMPTE, District Transport Managers |
| **AQ IMPACT** | Medium |
| **AQ IMPROVEMENT** | Air emission reductions will vary depending on what measures are implemented; however, there is a great deal of potential for improvement. |
| **NON-AQ EFFECT** | It will help to ensure that better quality buses are used on Quality Bus Corridors. Improved accessibility. |
| **TIMESCALE** | Ongoing |
| **COST** | ££ |
| **PROGRESS TO DATE** | Refer to the GM AQAP Progress report 2005 for further details. |
| **SUPPORTING STRATEGY & INFORMATION** | |

| REFERENCE | D3 |
|---|---|
| **ACTION** | **Traffic Regulation Conditions** |
| **DESCRIPTION** | Investigate the feasibility of applying new Traffic Regulation Conditions on buses on highly polluted corridors e.g. Oxford Rd/Stockport Road. |
| **PROJECT MANAGER** | GMPTE |

| REFERENCE | D3 |
|---|---|
| DELIVERY | GMPTE |
| AQ IMPACT | Low |
| AQ IMPROVEMENT | Lower emissions associated with buses in targeted area. |
| NON-AQ EFFECT | Improved streetscape/ environment. |
| TIMESCALE | 2006 |
| COST | £ |
| PROGRESS TO DATE | New action |
| SUPPORTING STRATEGY & INFORMATION | |

| REFERENCE | D4 |
|---|---|
| ACTION | **Real time information** |
| DESCRIPTION | Continue with the programme of upgrading to provide real time information on the public transport network. |
| PROJECT MANAGER | GMPTE |
| DELIVERY | GMPTE, Districts, GM LTP2 Steering Group |
| AQ IMPACT | Low |
| AQ IMPROVEMENT | The provision of real time information makes public transport more competitive against the car. It can remove the uncertainty of using the network, making public transport more attractive, especially for non-users. The result is that emissions are reduced and air quality can be improved. Furthermore, operators can use real time information for monitoring purposes. It can allow buses to be turned short if bunching is occurring for instance, reducing the number of 'wasted' miles, and as a result, reducing emissions. Speculatively it could give us information about the pinch points for buses - i.e. where buses are held up. We could target these pinchpoints by bus priority measures so that buses get through more quickly. This will reduce bus emissions and, by improving bus journey times, attract more people away from cars. |
| NON-AQ EFFECT | Real time information systems remove some of the uncertainty of travelling by public transport. With constantly updated information the passenger can avoid lengthy waits at a cold bus stop or train station by using the information provided to ensure that they arrive at the stop at the time the service is actually going to arrive, as opposed to the time the service is supposed to arrive. With constantly updated information passengers can see whether or not their service has already left, is running late, or even if it has been cancelled, before they have even |

| REFERENCE | D4 |
|---|---|
| | left their house or place of work. The equipment used to operate real time information systems can also be used for monitoring purposes. This can result in improved reliability of the network and so an improved service for passengers, as well as a reduction in costs for the operators. |
| TIMESCALE | Ongoing |
| COST | ££££ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details. |
| SUPPORTING STRATEGY & INFORMATION | |

| REFERENCE | D5 |
|---|---|
| ACTION | **Public Transport Subsidies** |
| DESCRIPTION | Continue to subsidise public transport through bus subsidies to encourage bus usage. |
| PROJECT MANAGER | GMPTE |
| DELIVERY | GMPTE, Districts, LTP2 Steering Group |
| AQ IMPACT | Medium |
| AQ IMPROVEMENT | The subsidies encourage the use of public transport and provide an alternative to the use of the private car. |
| NON-AQ EFFECT | Concessionary support provides subsidised public transport for children and senior citizens making access to other services cheaper for them. Subsidies for some bus services ensure that public transport is available in areas that it would otherwise not be provided in. Improved accessibility in general. |
| TIMESCALE | Ongoing |
| COST | ££££ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details. |
| SUPPORTING STRATEGY & INFORMATION | |

| REFERENCE | D6 |
|---|---|
| ACTION | **Clean Bus Research** |
| DESCRIPTION | Investigate the feasibility of and implement public transport that produces no pollution at street level e.g. electric buses. |
| PROJECT MANAGER | GMPTE |
| DELIVERY | GMPTE, Districts, LTP2 Air Quality Working Group |
| AQ IMPACT | Currently Low but potential to be High |
| AQ IMPROVEMENT | Will promote zero pollution at street level. It may also provide impetus for banning polluting vehicles from parts of town and city centres |
| NON-AQ EFFECT | Electric vehicles provide a modern, clean image that attracts inward investment, as well as being an effective form of public transport. There are also regeneration and streetscape benefits. |

| REFERENCE | D6 |
|---|---|
| TIMESCALE | Ongoing |
| COST | ££ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details. |
| SUPPORTING STRATEGY & INFORMATION | |

| REFERENCE | D7 |
|---|---|
| ACTION | **Metrolink Expansion** |
| DESCRIPTION | Increase the capacity of Metrolink Phase 1 and continue to extend the existing Metrolink network to include: Oldham and Rochdale, East Manchester and Ashton-under-Lyne, South Manchester and Manchester Airport, Trafford Park and the Trafford Centre, Lowry Spur and East Didsbury, and Stockport. |
| PROJECT MANAGER | LTP2 Steering Group |
| DELIVERY | LTP2 Steering Group, AGMA, Districts |
| AQ IMPACT | High |
| AQ IMPROVEMENT | Phases 1 and 2 have removed 2.6-million car journeys per year from roads, which has reduced pollution proportionately. Roads running parallel to Metrolink have seen traffic reductions of up to 10%, and within 2 km of the line between 14 and 50% of car trips to Metrolink-served destinations have switched from car to the system. The three extensions are projected to save a further 6.4 M car journeys per year with consequent pollution reductions. It is estimated that the switch from car to tram on Phases 1 and 2 of Metrolink has removed 3,643 metric tonnes of CO2, 486 tonnes of CO and 15 tonnes of NOX per annum from the atmosphere. The proposed Metrolink extensions therefore have the potential for the following reductions in emissions: 8967 tonnes CO2, 1196 tonnes CO, 36.9 tonnes NOX. Further work to assess the air quality impact of Metrolink is planned. |
| NON-AQ EFFECT | Metrolink is a system with a low level of impact on the community. It will help to achieve regeneration, and a reduction in the rate of traffic growth, and hence congestion, as users increase in preference to the private car. It will also increase accessibility to employment, healthcare, leisure and fresh food for Greater Manchester residents. |
| TIMESCALE | 2011 if funding is secured |
| COST | ££££ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 and main GM LTP2 for further details. |
| SUPPORTING STRATEGY & INFORMATION | |

# Air Quality Local Transport Strategy and Action Plan 5

E: Greater Manchester Air Quality Actions

| REFERENCE | E1 |
|---|---|
| **ACTION** | **Continue to implement Quality Bus Corridors** |
| **DESCRIPTION** | |
| **PROJECT MANAGER** | GM LTP2 Steering Group |
| **DELIVERY** | Districts, GMPTE, GM LTP2 Steering Group |
| **AQ IMPACT** | Medium |
| **AQ IMPROVEMENT** | Improvements can be expected from reductions in car journeys arising from modal shift and from the reduced pollution generated by the new buses themselves, as a result of progressive adoption of more stringent Euro engine standards |
| **NON-AQ EFFECT** | Journey times will become more reliable, thus benefiting existing passengers, with possible savings in operating costs. As QBC's are often implemented in association with other street improvement schemes, there is also a wider local environmental benefit. Improved accessibility. |
| **TIMESCALE** | Ongoing until 2009 |
| **COST** | ££££ |
| **PROGRESS TO DATE** | Refer to the GM AQAP Progress report 2005 for further details. |
| **SUPPORTING STRATEGY & INFORMATION** | GM Bus Strategy |

| REFERENCE | E2 |
|---|---|
| **ACTION** | **"Park and Ride"** |
| **DESCRIPTION** | Implement, where appropriate, new "Park and Ride" schemes including rail park and ride with a focus on increasing parking spaces at railway stations. |
| **PROJECT MANAGER** | GM LTP2 Steering Group |
| **DELIVERY** | District Air Quality Officers & Transport Officers, GMPTE, GM LTP2 Steering Group |
| **AQ IMPACT** | Low |
| **AQ IMPROVEMENT** | Depends on whether existing public transport is used more efficiently or new services are provided. Overall there is no evidence that Park and Ride will reduce emissions in Greater Manchester. Each case needs to be treated on its merits. However, "Park and Ride" schemes offer the opportunity to displace pollution from areas with particularly high exceedances harmful to human health. |
| **NON-AQ EFFECT** | Increased access to, and viability of, town centres including the ability to re-allocate spaces used for car parking in centres. However significant issues include land requirements (often Green Belt), and unwanted environmental effects (such as noise and congestion) near sites. It may result in additional or longer car trips to Park and Ride sites. Overall there is no evidence that Park and Ride would reduce car mileage in Greater Manchester. |
| **TIMESCALE** | Ongoing consideration |
| **COST** | ££££ |
| **PROGRESS TO DATE** | Refer to the GM AQAP Progress report 2005 for further details. |
| **SUPPORTING STRATEGY & INFORMATION** | |

| | |
|---|---|

| REFERENCE | E3 |
|---|---|
| ACTION | **Air Quality Promotion and Integration** |
| DESCRIPTION | Promote actions to improve air quality using a variety of promotional methods including leaflets, displays, seminars, press releases, emissions testing, and websites. Raise awareness of air quality issues internally within each District, with business and the public through promotional campaigns. Integrate with other aspects of transportation and planning work, in particular travel planning and smarter choices. Support national campaigns concerned with improving air quality. |
| PROJECT MANAGER | LTP2 Air Quality Working Group |
| DELIVERY | District Air Quality Officers & Transport Officers, GMPTE, Sustainable Travel Co-ordinators |
| AQ IMPACT | Medium |
| AQ IMPROVEMENT | Raising the profile of air quality issues will result a more holistic and effective approach to emissions reduction. |
| NON-AQ EFFECT | Encourage partnership working both internally within Districts and externally. Supports travel planning and smarter choice initiatives and schemes. |
| TIMESCALE | Ongoing |
| COST | £ |
| PROGRESS TO DATE | New action, however, work was conducted during the LTP1 period associated with the Cleaner Vehicles Campaign. |
| SUPPORTING STRATEGY & INFORMATION | LTP2 “Smarter Choices” initiatives |

| REFERENCE | E4 |
|---|---|
| ACTION | **Enforce Reviewed Taxi Licensing Regime** |
| DESCRIPTION | Districts to enforce new, stricter air quality taxi licensing standards |
| PROJECT MANAGER | Manchester Licensing Managers Group, |
| DELIVERY | Manchester Licensing Managers Group & District Licensing Officers |
| AQ IMPACT | Low-Medium |
| AQ IMPROVEMENT | Activity resulting in fuel efficiency improvements and the take up of cleaner technologies will reduce emissions of PM10, N0X and CO2. The air quality improvement will be most significant in urban areas where many taxis operate. |
| NON-AQ EFFECT | Financial benefits from increased fuel efficiency and lower duties on alternative fuels. It will help to raise awareness of environmental issues with passengers travelling in “Green” taxis. Inclusion and ownership of new measures should be pursued to avoid potential resentment. |
| TIMESCALE | When licensing regime has been fully reviewed. |
| COST | £ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details. LTP2 taxis strategy in development. |
| SUPPORTING STRATEGY & INFORMATION | LTP2 Taxi Strategy |

| REFERENCE | E5 |
|---|---|

| REFERENCE | E5 |
|---|---|
| **ACTION** | **District Fleet Management Policies** |
| **DESCRIPTION** | Districts to develop fleet management policies aimed at reducing vehicle emissions Draw on central GM research and review appropriate air emission reduction practices, fuels and technologies and co-ordinate activities with other Districts. |
| **PROJECT MANAGER** | FQP |
| **DELIVERY** | LTP2 Air Quality Working Group in consultation with District Sustainable Travel Co-ordinators, District Fleet Managers, GMPTE, Freight Quality Partnership |
| **AQ IMPACT** | Low-Medium |
| **AQ IMPROVEMENT** | Fuel efficiency measures and switching to alternative fuels can lead to significant reductions in all emissions. |
| **NON-AQ EFFECT** | Increased fuel efficiency and switching to alternative fuels with lower fuel duties can lead to financial benefits for operator sub-contractors and District fleets. |
| **TIMESCALE** | 2007 |
| **COST** | £ |
| **PROGRESS TO DATE** | Refer to the GM AQAP Progress report 2005 for further details. Some Districts have fleet management policies. |
| **SUPPORTING STRATEGY & INFORMATION** | LTP2 Freight Strategy |

| REFERENCE | E6 |
|---|---|
| **ACTION** | **Improve Links with Health Professionals.** |
| **DESCRIPTION** | Highlight the links between air emissions and health by consulting with health professionals. |
| **PROJECT MANAGER** | GM Air Quality Steering Group |
| **DELIVERY** | District Environmental Health Officers |
| **AQ IMPACT** | Low |
| **AQ IMPROVEMENT** | Increased support to help reduce emissions harmful to human health. |
| **NON-AQ EFFECT** | Raise the profile of the impact of transport related air emissions on human health. |
| **TIMESCALE** | Ongoing |
| **COST** | £ |
| **PROGRESS TO DATE** | Refer to the GM AQAP Progress report 2005 for further details |
| **SUPPORTING STRATEGY & INFORMATION** | |

| REFERENCE | E7 |
|---|---|
| **ACTION** | **Encourage and promote walking and cycling** |
| **DESCRIPTION** | Infrastructure developments and promotional activity |

| REFERENCE | E7 |
|---|---|
| **PROJECT MANAGER** | District Transportation Planning Managers |
| **DELIVERY** | District Engineers, District Transport Managers, GM LTP2 Steering Group, Cycling & Walking Strategies/Officers, Sustainable Travel Co-ordinators |
| **AQ IMPACT** | Medium |
| **AQ IMPROVEMENT** | Any trips made by walking and cycling are zero emission modes of transport and therefore will have no adverse impact on air quality. |
| **NON-AQ EFFECT** | Reduces congestion, and promotes healthy lifestyle. Increases choice and accessibility. |
| **TIMESCALE** | Ongoing |
| **COST** | £-££££ |
| **PROGRESS TO DATE** | Refer to the GM AQAP Progress report 2005 for further details and LTP2 Cycling and Walking strategies. |
| **SUPPORTING STRATEGY & INFORMATION** | LTP2 Cycling and Walking strategies |

| REFERENCE | E8 |
|---|---|
| **ACTION** | **Implement Travel Plans and Smarter Choice Initiatives** |
| **DESCRIPTION** | Promote the development and implementation of Travel Plans and Smarter Choice initiatives. All GM Councils to adopt and implement travel plans and employ travel plan co-ordinators. |
| **PROJECT MANAGER** | GM Sustainable Travel Plan Co-ordinator |
| **DELIVERY** | District Sustainable Travel Plan Co-ordinators, District Planning Officers, District Transportation Planning Managers |
| **AQ IMPACT** | High |
| **AQ IMPROVEMENT** | Travel Plans and Smarter Choice initiatives improve air quality by providing a mechanism to develop and implement schemes, and practices, that encourage the use of low emission sustainable modes of transportation in organisations. |
| **NON-AQ EFFECT** | Travel Plans can reduce on and off-site congestion and parking problems. Travel Plans can improve the environmental image of businesses and other organisations. Travel plans also promote a healthy lifestyle by promoting active modes of transportation (walking and cycling) over passive car journeys. |
| **TIMESCALE** | Ongoing |
| **COST** | ££££ |
| **PROGRESS TO DATE** | Refer to the GM AQAP Progress report 2005 for further details |
| **SUPPORTING STRATEGY & INFORMATION** | Draft Travel Plan Supplementary Planning guidance, GM Smarter Choice Strategy |

| REFERENCE | E9 |
|---|---|
| **ACTION** | **Implement School Travel Plans** |
| **DESCRIPTION** | Promote the development and implementation of School Travel Plans |
| **PROJECT MANAGER** | GM Sustainable Travel Plan Co-ordinator |

| REFERENCE | E9 |
|---|---|
| DELIVERY | District Sustainable Travel Plan and School Travel Plan Co-ordinators, District Planning Officers, , District Transportation Planning Managers |
| AQ IMPACT | High |
| AQ IMPROVEMENT | Travel Plans improve air quality by providing a mechanism to develop, and implement schemes and practices that encourage the use of low emission sustainable modes of transportation in schools. There will be improvements in local air quality on roads around schools, particularly during peak periods. This will contribute to overall emission reductions throughout Greater Manchester as a result of a reduction in car use. |
| NON-AQ EFFECT | School Travel Plans can reduce on and off-site congestion and parking problems, improve relations between schools and local communities, and increase social cohesion between pupils travelling together. They can also encourage healthier and fitter children, improve the environment and road safety around schools for everyone, and equip children with better road awareness. |
| TIMESCALE | Ongoing |
| COST | ££££ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details. |
| SUPPORTING STRATEGY & INFORMATION | Draft Travel Plan Supplementary Planning guidance, GM School Travel Strategy, GM Smarter Choice Strategy |

| REFERENCE | E10 |
|---|---|
| ACTION | **Improve Traffic Control Systems** |
| DESCRIPTION | Use traffic control systems to reduce congestion and minimise pollution |
| PROJECT MANAGER | GM LTP2 Steering Group |
| DELIVERY | , District Transportation Planning Managers, District Engineers |
| AQ IMPACT | Medium |
| AQ IMPROVEMENT | Devices to reduce vehicle exhaust emissions generally work best at constant vehicle speeds, with engines fully warmed up. Start-stop traffic conditions, especially when engines are cold, leads to the worst pollution emissions. Therefore co-ordination of signals, which smoothes traffic flow, can improve local air quality. |
| NON-AQ EFFECT | The capacity of junctions can be maximised and this should reduce the variability of journey times, whilst in some cases there will be actual savings. There will be opportunities for safer pedestrian movement where such facilities are incorporated. |
| TIMESCALE | Ongoing |
| COST | ££££ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details |
| SUPPORTING STRATEGY & INFORMATION | LTP2 Intelligent Transport Systems initiatives, M60 Route Management Strategy |

| REFERENCE | E11 |
|---|---|
| ACTION | **Implement “Home Zones”** |
| DESCRIPTION | Investigate potential schemes to create “Home Zones” and implement where appropriate. |

| REFERENCE | E11 |
|---|---|
| PROJECT MANAGER | District Transportation Planning Managers |
| DELIVERY | District Transportation Planning Managers, District Engineers |
| AQ IMPACT | Medium |
| AQ IMPROVEMENT | Will promote zero emission forms of transport such as walking and cycling. |
| NON-AQ EFFECT | Reduce rat running, improve safety, improve the quality of streetscape, open areas up for social activity, and improve the local environment. |
| TIMESCALE | Ongoing |
| COST | ££££ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details |
| SUPPORTING STRATEGY & INFORMATION | |

| REFERENCE | E12 |
|---|---|
| ACTION | **Car Parking Enforcement & Control** |
| DESCRIPTION | Meet the obligations of the decriminalisation of car parking enforcement. |
| PROJECT MANAGER | District Car Parking Managers |
| DELIVERY | District Car Parking Managers |
| AQ IMPACT | Low |
| AQ IMPROVEMENT | Deterrent to the illegal parking of cars that may pose a barrier to lower polluting more sustainable modes of transport. |
| NON-AQ EFFECT | N/A |
| TIMESCALE | Ongoing |
| COST | £ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details. |
| SUPPORTING STRATEGY & INFORMATION | District Car Parking Strategies |

| REFERENCE | E13 |
|---|---|
| ACTION | **Car Sharing, Car Clubs and Car Pools** |
| DESCRIPTION | Promote and encourage car-sharing and car pool schemes |
| PROJECT MANAGER | GM Sustainable Travel Plan Co-ordinator |
| DELIVERY | District Sustainable Travel Plan and School Travel Plan Co-ordinators, District Transportation Planning Managers |
| AQ IMPACT | Low-Medium |
| AQ IMPROVEMENT | Increased car sharing will reduce the number of cars on the road, therefore lowering total emissions. |

| REFERENCE | E13 |
|---|---|
| NON-AQ EFFECT | Increased social interaction and lower economic costs associated with sharing the costs of the journey. |
| TIMESCALE | Ongoing |
| COST | £ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details. |
| SUPPORTING STRATEGY & INFORMATION | |

| REFERENCE | E14 |
|---|---|
| ACTION | **Utilise GM Supplementary Air Quality Planning guidance and Mitigation Measures** |
| DESCRIPTION | Agree, approve and utilise the GM supplementary air quality planning guidance and mitigation measures document. |
| PROJECT MANAGER | District Transportation Planning Managers and District Planning Managers |
| DELIVERY | District Planning Officers, District Air Quality Officers, District Transport Officers/Managers |
| AQ IMPACT | Medium |
| AQ IMPROVEMENT | Potential to address air quality issues at the earliest stage to deliver optimum air quality benefits. |
| NON-AQ EFFECT | Encourage inter-departmental working |
| TIMESCALE | 2007 |
| COST | £ |
| PROGRESS TO DATE | GM Supplementary Planning Guidance in development |
| SUPPORTING STRATEGY & INFORMATION | Wigan Council Draft Air Quality Planning Guidance Document" (2005) |

| REFERENCE | E15 |
|---|---|
| ACTION | **Implement public transport priority schemes** |
| DESCRIPTION | Continue to identify and secure funding to implement public transport priority schemes and assess their effect on air quality |
| PROJECT MANAGER | District Transportation Planning Managers |
| DELIVERY | District Transportation Planning Managers, LTP2 AQ Working Group |
| AQ IMPACT | N/A |
| AQ IMPROVEMENT | Enable further investment in measures to improve air quality. |
| NON-AQ EFFECT | Reduce demand on limited LTP2 funds. |
| TIMESCALE | Ongoing |
| COST | £ |
| PROGRESS TO DATE | Ongoing |
| | |

| REFERENCE | E15 |
|---|---|
| SUPPORTING STRATEGY & INFORMATION | |

| REFERENCE | E16 |
|---|---|
| ACTION | **Improve the safety and security of the public transport network** |
| DESCRIPTION | Improve safety and security infrastructure and promotion and marketing to remove real and perceived threats. |
| PROJECT MANAGER | District Transportation Planning Managers in partnership with the GMPTE |
| DELIVERY | District Transportation Planning Managers, GMPTE |
| AQ IMPACT | Low |
| AQ IMPROVEMENT | Improving safety and security, as well as the perception of it, encourages a modal shift from car to public transport. In addition, the improvements to safety and security can enhance the reliability of services operated, thus retaining existing ridership and avoiding the exodus back to the car. The result is a reduction in car use, or at the least, a reduction in the growth of car use. Thus, air quality does not deteriorate due to excessive use of the car. |
| NON-AQ EFFECT | Greater feelings of safety and security by all passengers can lead to an increase in use. This results in greater revenues, which, in turn, can help ensure that the network remains stable and trustworthy. Actual improvements in safety and security results in less criminal activity, which makes public transport more pleasant to use. In addition, the reduction in criminal activity leads to greater reliability of the network as assets are in use, as opposed to being taken out of service for repair. |
| TIMESCALE | Ongoing |
| COST | ££££ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details. |
| SUPPORTING STRATEGY & INFORMATION | |

| REFERENCE | E17 |
|---|---|
| ACTION | **Encourage shift to the use of rail transport for freight** |
| DESCRIPTION | Highlighting the need for freight capacity improvements to the rail network, encouraging Development Plans/ Local Development Frameworks to protect suitable intermodal sites, retaining private siding facilities wherever possible when sites are redeveloped. |
| PROJECT MANAGER | District Transportation Planning Managers |
| DELIVERY | District Transportation Planning Managers, FQP, District Freight Representatives, GM LTP2 Steering Group, District Planning Officers |
| AQ IMPACT | Medium |
| AQ IMPROVEMENT | Reducing HGV traffic in the region will have a significant positive impact on air quality. |
| NON-AQ EFFECT | Fewer goods vehicles on the roads will reduce congestion generally. Extra demand on the railway network may encourage investment in the longer term from the SRA, which will be beneficial in itself, and may in turn increase capacity for passenger services. Real improvements in the rail network will require a high level of strategic investment and extensive collaboration with a fragmented railway industry. There is a danger that, without necessary improvement, an increase in rail freight transport will be difficult to achieve. There is likely to be increased local HGV traffic at the loading/unloading points on the railway network. |

| REFERENCE | E17 |
|---|---|
| TIMESCALE | Ongoing |
| COST | ££££ |
| PROGRESS TO DATE | Refer to the GM AQAP Progress report 2005 for further details. |
| SUPPORTING STRATEGY & INFORMATION | LTP2 Freight Strategy |

| REFERENCE | E18 |
|---|---|
| ACTION | **Improve low/zero emission fuel infrastructure and availability** |
| DESCRIPTION | Invest and support in low/zero/emission sustainable and alternative fuel infrastructure. |
| PROJECT MANAGER | District Transportation Planning Managers |
| DELIVERY | District Transportation Planning Managers, FQP, District Freight Representatives, District Planning Officers |
| AQ IMPACT | Medium |
| AQ IMPROVEMENT | Lower transport linked emissions. Can place refuelling points in AQMAs to address hotspots. |
| NON-AQ EFFECT | Increased awareness of environmental issues. Increased availability of lower cost fuels can address socio-economic and accessibility linked issues. |
| TIMESCALE | Ongoing |
| COST | ££ |
| PROGRESS TO DATE | Biodiesel refuelling station opened near Piccadilly station. . A number of GM Districts are investigating the possibility of using Energy Saving Trust grants to improve low/zero emission fuel infrastructure. |
| SUPPORTING STRATEGY & INFORMATION | Powering Future Vehicles (2002) |

# Air Quality Local Transport Strategy and Action Plan 5

## 5.9 Monitoring and Reporting

Summary

This section expands on details included in the monitoring technical appendix submitted as part of the main GM LTP2 document. The indicators within this section have been developed according to the DfT technical guidance and with consideration given to advice from the DEFRA sponsored Air Quality Action Plan helpdesk.

Monitoring Background

Air quality in Greater Manchester has been monitored routinely since the early 1960s and currently nine of the ten Greater Manchester Authorities possess at least one automatic monitoring station. Monitoring stations use expensive and sophisticated equipment capable of giving accurate, almost real-time concentrations of pollutants. At present there are 18 automatic monitoring facilities in the Greater Manchester. The locations and real-time air quality information from all sites can be accessed at the Manchester Area Pollution Advisory Council website http://www.greatairmanchester.org.uk/.

Major sources of pollution within GM are calculated using the **EM**issions **I**nventory for the **G**reater **M**anchester **A**uthorities and Warrington (EMIGMA). EMIGMA is an inventory that aims to identify and quantify significant sources of emissions to the atmosphere. The data has been collected since 1997 and is used to quantify the major sources of emissions of carbon and pollutants identified in the UK's Air Quality Strategy (Appendix 2.0). There are three main categories of emission sources used within EMIGMA -

- Stationary point sources – Predominantly industrial processes
- Mobile line sources – Emissions from road, rail and air transport. Transport flow data is provided by the Greater Manchester Transport Unit (GMTU) using the GM Spatial Planning Model (SPM). The SPM is the key model used as part of the LTP2 process to model, forecast and set LTP2 targets and measures
- Area based sources – Includes emissions from domestic and commercial combustion

The EMIGMA database is upgraded and improved annually. It is now becoming possible to identify trends in pollution emissions for particular sectors and emissions sources. The latest report was produced in March 2005 and estimates the emissions produced from major transport and non-transport sources in the area for 2003.

The EMIGMA database is used to inform the review and assessment of local air pollutant levels against national health based air quality objectives (Appendix 1.0) conducted every three years by GM authorities. Local authorities have statutory duties for local air quality management (LAQM) under the Environment Act (1995) and the subsequent National Air Quality Strategy (2000) and Air Quality Regulations. The last review and assessment or air quality in GM took place in 2003. Further detailed air quality dispersion modelling and assessment will be carried out during 2006/07. The modelling will provide more accurate and improved baseline and forecast data for pollution concentrations in GM that are monitored as part of the LTP2 process.

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## GM LTP2 Air Quality and Greenhouse Gas Indicators

Figures 9.1, 9.2& 9.3 below summarise the indicators that will be used to assess the performance of local transport measures to improve air quality and lower greenhouse gas emissions. Specific targets and trajectories associated with each target are detailed within the LTP2 Monitoring Technical Appendix. Progress against indicators will be reported in the GM LTP2 Annual Progress Reports (APR).

**LTP2 INDICATORS EXPLAINED**

**Headline Indicators :** Indicators that GM will be assessed against by the DfT. Failure to meet indicator targets will result in financial penalties. All mandatory and some local indicators are classed as headline indicators. Most Headline Indicators will be reported on annually in the LTP2 Annual Progress Reports (APR). The remaining will be reported on once in the final LTP2 APR against an initial set baseline.

**Mandatory Indicators:** Indicators that the DfT require GM to set targets against and report on in annual or the final APR.

**Local Indicators :** Set of indicators GM has chosen to report on. Local indicators can be Headline (assessed by DfT) or Subsidiary (Not formally reported or assessed).

**Subsidiary Indicators:**Local indicators that GM will collect and analyse and use for internal performance management purposes. Not formally reported to or assessed by the DfT.

**Intermediate Indicators:** Proxies or milestones indicators used to assess and report annual progress towards Headline indicators that often cannot be reported on annually.

**Outcome Indicators :** Indicators that directly measures achievements of shared priorities

**Scheme Indicators:** Indicator used to describes the performance of a particular local scheme or initiative

***Figure 9.1 - NOX/NO2 Emissions LTP2 Indicator & Target***

| TYPE | INDICATOR | NOTES |
|---|---|---|
| **Mandatory Headline Indicator (LTP9)** | **Concentration of NO2 at chosen worst case or near worst case receptor points in each GM District AQMA** | ● An NO2 concentration receptor point has been selected for each District and the GMPTE for monitoring purposes. (See Appendix 7.0 for details and locations of receptor points in GM).<br>● A 2005 baseline and 2010 target have been set for each District.<br>● Receptor point baseline data will be updated in 2006/7 following new GM air quality and assessment work.<br>● Progress against this indicator will be assessed and reported in the final APR in 2011.<br>● Intermediate years' progress will be monitored through a proxy indicator (Below) |
| **Intermediate Headline Indicator** | **Number of tonnes NOx emitted annually from road transport in each District** | ● Proxy intermediate indicator used to assess progress towards the mandatory headline indicator (above).<br>● Reported annually in the LTP2 APR |

# Air Quality Local Transport Strategy and Action Plan 5

| TYPE | INDICATOR | NOTES |
|---|---|---|
| Subsidiary Local Indicator | Exposure To Poor Air Quality - Number of properties in areas where National Air Quality Objectives are likely to be exceeded | |
| Subsidiary Local Indicator | Average number of days at real time monitoring sites where air quality is classed as moderate or worse | |
| Subsidiary Local Indicator | Number of monitoring sites where the annual mean NO2 objective is exceeded. | |

***Figure 9.2 - PM10 Emissions LTP2 Indicator & Target***

| TYPE | INDICATOR | NOTES |
|---|---|---|
| Subsidiary Local Indicator | Number of tonnes PM10 emitted annually from road transport in each District | ● Not a mandatory indicator because all GM AQMAs have been declared on the basis of NO2 exceedance. |
| Subsidiary Local Indicator | Exposure to poor air quality: numbers of properties in areas where AQ objectives likely to be exceeded. | |
| Subsidiary Local Indicator | Average number of days at real time monitoring sites where air quality is moderate or worse. | |
| Subsidiary Local Indicator | Number of sites where the 24hour mean PM10 objective is exceeded. | |

***Figure 9.3 - CO2 Emissions LTP2 Indicator & Target***

| TYPE | INDICATOR | DESCRIPTION |
|---|---|---|
| Local Headline Indicator | Number of tonnes CO2 emitted annually by the road transport sector in GM | |
| Subsidiary Local Indicator | Tonnes of CO2 emitted by vehicle type | |
| Subsidiary Local Indicator | Tonnes of CO2 emitted by vehicle-kilometre. | |
| Subsidiary Local Indicator | Indicator LTP2: Area-wide road traffic flows. Change in area wide vehicle kilometres. | ● This indicator is included as a proxy indicator for improvements in air quality and a reduction in greenhouse gas emissions. |

Reporting – Guidance

# 5 Air Quality Local Transport Strategy and Action Plan

GM will report to DfT and DEFRA as set out in DEFRA guidance LAQM PGA05 (see below). Progress against headline indicators outlined in the section above will be reported in GM LTP2 Annual Progress Reports (APRs).

*"For those AQAPs that have been integrated within the LTP, DEFRA still expects to receive progress on implementation of the measures for improving the local air quality. Local authorities have to submit annual LTP progress reports (APRs) every July and authorities should therefore attach a table in the APR (as set out in Box 3.1 in LAQM.PRG(03), which sets out the recommended format for the progress report). Local authorities will also have to show progress in reaching their target(s). For all other stand-alone AQAPs, authorities are still expected to submit their AQAP progress reports in the recommended format by April of each year. This can be submitted at the same time as any Air Quality Progress Report, where applicable."*

DEFRA, LAQM.PGA(05)

Reporting – Greater Manchester

GM Districts will report on progress against District action plans using the recommended format outlined in Box 3.1 in LAQM.PRG03 (Appendix 8.0). Conurbation wide progress towards the actions outlined in Chapter 8.0 of this document will use the same format. All progress reports will be collated centrally and submitted to DEFRA and to the DfT as part of the annual LTP2 APR (Please refer to Greater Manchester Air Quality Action Plan Progress Report 2005 submitted with the 2005 GMLTP1 APR).

## 5.10 Funding

Summary

This section outlines current and potential sources of non LTP2 funding streams for air quality monitoring and local transport measures that help lower emissions.

Monitoring

Funding for monitoring and modelling air pollution across Greater Manchester is obtained from a variety of sources. There are currently 18 real-time monitoring sites in the area. Of these, 8 are part of DEFRA's AURN (Automated Urban and Rural Network) network of monitoring sites. Funding for consumables, repairs collection of the data and bi-annual checks are provided through DEFRA, with the host local authority providing local support through visits to the site at least every 2 weeks. The remaining 10 sites are all owned and operated by the local authority where they are located. Funding to purchase the equipment is often available through Supplementary Capital Expenditure (SCE) bids to DEFRA, but the revenue cost of operating the site and ensuring accurate data is collected comes direct from the local authority budget.

The Greater Manchester authorities have been successful in the past with Supplementary Capital Approval (SCA) (now replaced with SCE) bids to DEFRA, which have enabled dispersion modelling of the area to be carried out to identify areas where the air quality objectives may not be met and ascertain the major sources of pollution in the area.

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In the future further funding through SCE bids for modelling, monitoring or for small schemes to improve air quality may be available. Bids can be made at the start of each financial year by individual or groups of authorities. The areas of work that will receive priority are usually identified by DEFRA.

Local transport data used in GM air quality modelling and assessment work is financed through the GMLTP2 programme.

Other Funding Sources

In addition to LTP2 there are numerous sources of potential funding that can be used to implement local transport air quality measures and actions.

**Developer Contributions –** Funds can be obtained from developers to mitigate the air quality impact of developments through section 106 agreements and similar voluntary arrangements. Developers should also conduct or provide financial contributions to air quality modelling/monitoring as part of health impact assessments (HIA) of new medium and large developments.

**Strategic Air Quality Partners –** Jointly funded projects with key strategic partners provide opportunities to deliver best value solutions to achieve shared and complimentary objectives. Key air quality partners in GM include Manchester Airport, the Highways Agency and the Manchester Green Revolution partnership.

**DfES Grants –** Schools with an approved travel plan are eligible for grants from the Department of Education and Skills of approximately £5,000 for primary schools, and £10,000 for secondary schools. The funding is aimed at paying for improvements on the school site to encourage sustainable (and therefore low emission) travel for example, cycle parking facilities and walking route improvements.

**Europe -** EU grants schemes can provide funding for air quality and local transport projects. The Intelligent Energy Europe (IEE) programme has a total budget of 250 million Euros, which is used to co-finance international projects, events, and the start-up of local or regional agencies in 4 main fields: energy efficiency (SAVE); renewable energy sources (ALTENER); energy aspects of transport (STEER); and co-operation with developing countries (COOPENER).

**New Deal for Communities –** New Deal funding can be used to improve walking and cycling infrastructure including street lighting and footpaths.

**Neighbourhood Renewal Fund —** The Neighbourhood Renewal Fund has a floor target for air quality objectives to be met in line with the statutory objectives.

**Transport Energy (http://www.est.org.uk/fleet/) –** Grant support and information resource to help deliver cleaner vehicles, fleets & travel plan initiatives.

## 5.11 References

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# 5 Air Quality Local Transport Strategy and Action Plan

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"Tyndall Report – Decarbonising the UK", (2005), Tyndall

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Greater Manchester and Warrington areas", (2005) Rebecca Harris and Paul Cartmell

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"Future Vehicle Emissions Standards document (2010 and Beyond) Discussion Document =" – (2005) DfT

"Traffic Management and air quality research programme (final report)", (2006) DEFRA

"LAQM.PRG(03) Progress Report Guidance", (2003) DEFRA

"Greater Manchester Air Quality Action Plan Report 2005", (2005), AGMA

"Powering Future Vehicles", (2002) DfT

## 5.12 Appendices

### 5.12.1 National Air Quality Objectives 2000/2002

**APPENDIX 1.0 -** Pollutants and objectives as described in the Air Quality (England) Regulations 2000 and 2002 amendment regulations

| Pollutant | Objective/Standard Concentration | Measured as | Date Introduced / Objective Date |
|---|---|---|---|
| Carbon Monoxide | 10 mg/$m^3$ | Max. Daily Running 8-Hour Mean | 31.12.2003 |
| Lead | 0.50 ug/$m^3$ | Annual Mean | 31.12.2004 |
| | 0.25 ug/$m^3$ | Annual Mean | 31.12.2008 |
| **Nitrogen Dioxide** | **40 ug/$m^3$** | **Annual Mean** | **31.12.2005** |
| | **200 ug/$m^3$** | **Hourly Mean not to be exceeded more than 18 times per year** | **31.12.2005** |
| Particles ($PM_{10}$) | 50 ug/$m^3$ | 24 Hour Mean not to be exceeded more than 35 times per year | 31.12.2004 |
| | 40 ug/$m^3$ | Annual Mean | 31.12.2004 |
| Sulphur Dioxide | 266 ug/$m^3$ | 15 Min Mean not to be exceeded more than 35 times per year | 31.12.2005 |
| | 350 ug/$m^3$ | Hourly Mean not to be exceeded more than 24 times per year | 31.12.2004 |
| | 125 ug/$m^3$ | 24 Hour Mean not to be exceeded more than 3 times per year | 31.12.2004 |
| Benzene | 16.25 ug/$m^3$ | Running Annual Mean | 31.12.2003 |
| | 5 ug/$m^3$ | Annual Mean | 31.12.2010 |
| 1,3-Butadiene | 2.25 ug/$m^3$ | Running Annual Mean | 31.12.2003 |

Indicative/provisional limit values to be achieved by 1 January 2010 – not included in Regulation

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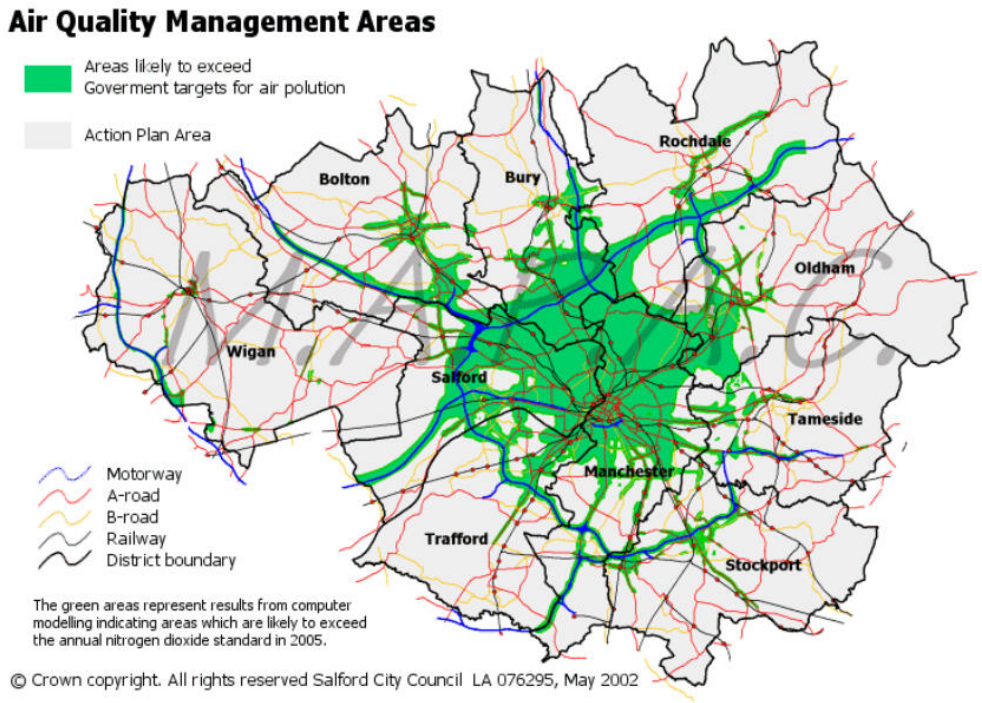
| Pollutant | Objective/Standard Concentration | Measured as | Date Introduced / Objective Date |
|---|---|---|---|
| **Particles ($PM_{10}$)** **- indicative** | **50 ug/$m^3$** | **24 Hour Mean Not to be exceeded more than 7 times per year** | **01.01.2010** |
| | **20 ug/$m^3$** | **Annual Mean** | **01.01.2010** |

## 5.12.2 Greater Manchester Air Quality Management Area 2002




## 5.12.3 Air Quality Limit Values Regulations 2003

**APPENDIX 3.0 -** Schedule 8 EU Air Quality Standards (through AQ Daughter Directives 99/30, 2000/69 and 2002/3 Implemented through the Air Quality Limit Values Regulations 2003)

Nitrogen dioxide

- **Hourly limit value for the protection of human health:** 200mg/$m^3$ not to be exceeded more than 18 times per calendar year. Target date: 1/1/2010.
- **Annual limit value for the protection of human health:** 40mg/$m^3$ target date 1/1/10.

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- **Alert threshold**: 400mg/$m^3$ measured for over 3 hours.
- **Annual limit for the protection of vegetation:** 30mg/m3. Target date - Two years after Directive enters force.

Particulate matter (PM10)

STAGE 1

- **Daily limit value for the protection of human health:** 50mg/$m^3$, may not be exceeded more than 35 times per calendar year. Target date 1/1/2010
- **Annual limit value for the protection of human health:** 40mg/$m^3$. Target date 1/1/2005

STAGE 2

- **Indicative daily limit for the protection of human health:** 50mg/$m^3$ not to be exceeded more than 7 times per calendar year. Target date 1/1/2010.
- **Indicative annual limit value for the protection of human health:** 20mg/$m^3$ target date 1/1/10.

## 5.12.4 Emissions and Vehicle Type

**APPENDIX 4.0 –** Emissions and Vehicle Type

The table below summarises the Department for Transports labelling system designed to inform people about the environmental credentials of different types of vehicle. The system uses a grading system from A to F with A being the least polluting and F the most. Typically, vehicles with large engines such as Sports Utility Vehicles (SUVs) fall within the most polluting categories.

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| Rating band | CO2 Emissions | Examples |
|---|---|---|
| **A** | <100 g/km | Battery electric vehicles |
| **B** | 101-120 g/km | Toyota Prius 1.5 petrol-electric hybrid<br>Smart car 0.7 petrol<br>Citroen C2 1.4 diesel |
| **C** | 121-150 g/km | Fiat Panda 1.2 petrol<br>Ford Ka 1.3 petrol<br>VW Golf 1.9 TDI diesel<br>Jaguar X-type 2.0 diesel saloon |
| **D** | 151-165 g/km | Mini One 1.6 petrol, manual<br>Ford Fiesta 1.6i petrol<br>Peugeot 307 1.4 petrol |
| **E** | 166-185 g/km | Ford Mondeo 1.8i petrol<br>Vauxhall Vectra 1.8 petrol<br>Rover 75 1.8 petrol<br>Toyota Avensis 1.8 petrol |
| **F** | >185 g/km | Land Rover Freelander 2.0 diesel<br>Audi A4 1.6 petrol saloon<br>BMW X5 4.8 petrol<br>Jaguar X-type 2.0 petrol saloon automatic<br>Toyota RAV4 2.0 petrol<br>Lamborghini Murcielago 6.2 petrol |

## 5.12.5 Road Accidents - Vehicle Type and Pedestrian Fataliities

**APPENDIX 5.0 –** Road Accidents - Vehicle Type & Pedestrian Fatalities

The New Scientist (12 December 2003) reported that American researchers have discovered that a pedestrian struck by a large sports utility vehicle is more than twice as likely to die as someone hit by a saloon car travelling at the same speed.

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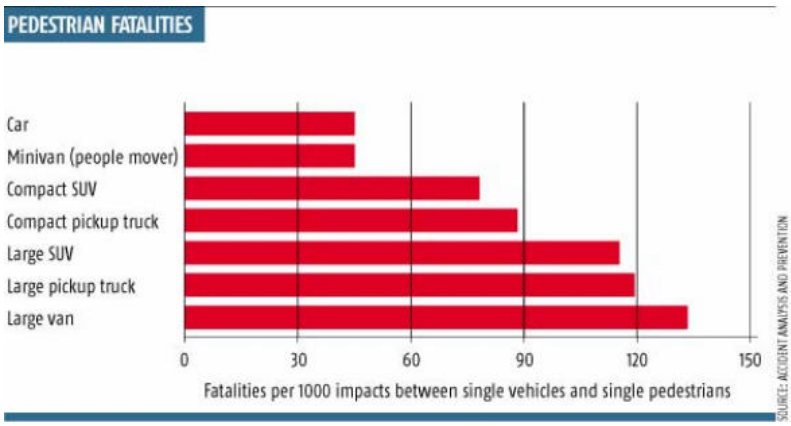


Research conducted by Dr. Clay Gabler and Devon Leflers indicated that pedestrians hit by large SUVs are twice as likely to die as those hit by a car at the same speed. Cars have a lower profile than vans or SUVs and so tend to cause leg injuries as opposed to head injuries, which are more likely to be caused by vehicles with higher profiles. Head injuries are more likely to result in death than leg injuries. The research concluded that the front shape of a vehicle, as well as impact speed, is a major factor in predicting injury or death.

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Previous research has also showed that in collisions between light trucks and cars, car passengers suffered 81% of fatalities.

## 5.12.6 EURO Standard Emission Tests

**APPENDIX 6.0 –** EURO Standard Emission Tests

The table below outlines the **relative** emission performance of different vehicle type by fuel and emission standard on an urban test cycle. a

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| Type of Vehicle | Emission Standard | Carbon Monoxide | Hydrocarbons | Oxides of Nitrogen | Particulates |
|---|---|---|---|---|---|
| **Petrol Car** | pre-Euro I | 100 | 100 | 100 | 5 |
| | Euro I | 15 | 9 | 19 | 2 |
| | Euro II | 10 | 4 | 9 | 2 |
| | Euro III | 7 | 3 | 6 | 2 |
| | Euro IV | 4 | 2 | 3 | 2 |
| **Diesel Car** | pre-Euro I | 7 | 10 | 43 | 100 |
| | Euro I | 4 | 4 | 29 | 55 |
| | Euro II | 3 | 3 | 21 | 31 |
| | Euro III | 2 | 2 | 13 | 20 |
| | Euro IV | 2 | 1 | 7 | 10 |
| **Petrol LGV** | pre-Euro I | 151 | 120 | 114 | 10 |
| | Euro I | 30 | 6 | 21 | 5 |
| | Euro II | 21 | 3 | 9 | 5 |
| | Euro III | 17 | 2 | 6 | 5 |
| | Euro IV | 7 | 1 | 3 | 5 |
| **Diesel LGV** | pre-Euro I | 10 | 20 | 82 | 209 |
| | Euro I | 8 | 15 | 40 | 115 |
| | Euro II | 6 | 9 | 30 | 63 |
| | Euro III | 4 | 4 | 26 | 41 |
| | Euro IV | 3 | 3 | 13 | 20 |
| **Rigid HGV** | pre-Euro I | 38 | 192 | 640 | 484 |
| | Euro I | 21 | 113 | 440 | 318 |
| | Euro II | 17 | 105 | 316 | 168 |
| | Euro III | 9 | 47 | 224 | 113 |
| | Euro IV | 6 | 33 | 158 | 22 |
| **Articulated HGV** | pre-Euro I | 44 | 183 | 1704 | 700 |
| | Euro I | 22 | 87 | 893 | 482 |
| | Euro II | 18 | 78 | 650 | 185 |
| | Euro III | 9 | 47 | 461 | 124 |
| | Euro IV | 7 | 33 | 325 | 24 |
| **Bus** | pre-Euro I | 63 | 83 | 795 | 458 |
| | Euro I | 28 | 90 | 859 | 304 |
| | Euro II | 22 | 84 | 614 | 187 |
| | Euro III | 11 | 50 | 436 | 125 |
| | Euro IV | 8 | 35 | 307 | 24 |
| **Motorcycle** | less than 50cc: 2 stroke | 34 | 135 | 2 | - |
| | greater than 50cc: 2 stroke | 74 | 338 | 4 | - |
| | greater than 50cc: 4 stroke | 67 | 68 | 13 | - |

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Source - http://www.haguidetofreight.co.uk/General/id94.htm

## 5.12.7 GMLTP2 NO2 Concentration Indicator Site - Table & Map

**APPENDIX 7.0 -** GM LTP2 NO2 Concentration Indicator Sites

| District | Modelled 2005 (NO2ug/m3) Baseline | Modelled 2010 (NO2ug/m3) Target | Location | Map Ref. X | Map Ref. Y |
|---|---|---|---|---|---|
| Stockport | 40.71 | 29.01 | Roadside on the A6 | 390700 | 388200 |
| Rochdale | 53.18 | 46.72 | | 388628 | 411950 |
| Oldham | 40.93 | 35.32 | Roadside on the A62 | 391921 | 404808 |
| Manchester (Primary) | 50.48 | 29.00 | Piccadilly Gardens Bus Station (Monitored baseline) | 384314 | 398338 |
| Manchester (Control) | 43.85 | 37.99 | Roadside Oxford Road (Modelled) | 384118 | 397499 |
| Tameside* | 48.00 | 40.00 | Roadside A635 | 393703 | 398791 |
| Wigan | 51.59 | 45.06 | 425 Poolstock (North of Marus Bridge roundabout) | 356833 | 403153 |
| Trafford | 40.00 | 31.51 | | 376910 | 389880 |
| Bolton | 42.26 | 36.39 | Turton Street | 371955 | 409865 |
| Bury | 47.08 | 50.09 | Roadside on Bolton Road | 379090 | 403990 |
| Salford | 48.09 | 46.07 | | 383035 | 398560 |
| GMPTE | 50.48 | 29.00 | Piccadilly Gardens Bus Station (Monitored) | 384314 | 398338 |
| *Baseline data taken from NOx tubes due to lack of appropriate modelled site. 2010 target is an estimate based on expected trends in the area. | | | | | |

The receptor points where chosen according to the following criteria unless indicated -

- Be at or near roadside.
- Be the worst case or near worst case point of NO2 concentration exceedance within the District.
- Not directly influenced by emissions from Highway Agency controlled roads
- Unless stated have a 2005 modelled baseline and 2010 target concentration level.
- Be an area where the population is regularly exposed to the poor air quality, either due to residency or through flow.

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## 5.12.8 Air Quality Action Plan reporting

**APPENDIX 8.0 –** Recommended Air Quality Action Plan Reporting Format

| Action plan measure/target | Original timescale | Progress with measure | Outcome to date | Comments |
|---|---|---|---|---|
| Roadside emissions testing | To be implemented by February 2003 | Roadside emissions testing programme commenced in March 2003, in collaboration with four neighbouring authorities | To date more than 2,000 vehicles have been tested. The failure rate is currently 4% | An article in the local paper regarding the scheme has raised the profile within the area |
| Publicity Campaign on walking/cycling | Implementation by August 2002, and scheduled to run for 12 months | Introduced on time and due to run 12 months | There has been no observed reduction in traffic levels, but a snapshot review of 5 schools has indicated a 5% increase in cycling | Leaflets available in all public places. Exhibition stands in main shopping centres. Campaign linked to work with schools/universities on sustainable travel |
| Park and Ride Scheme (state which area in the authority) | To be fully implemented by June 2004 | On schedule to be implemented by June 2004 | No outcome to date | Scheme being taken forward with support from transport planners |
| Environment Agency agreed to modify permit to limit emissions | Modification to permit to be implemented by the Agency by January 2004 | Negotiations are continuing with the Agency, and the modification is on target to be issued | N/A | Limit on emissions will be effective from *(date)* |
| Area speed reductions (20 mph zones in residential areas) | To commence implementation in March 2004 | Traffic calming around schools is on target to be implemented in | No outcome to date | A generally positive response to the proposed scheme has |

# 5 Air Quality Local Transport Strategy and Action Plan

| Action plan measure/target | Original timescale | Progress with measure | Outcome to date | Comments |
|---|---|---|---|---|
| | | March 2004. Additional LTP funding is required to extend the scheme to residential areas | | been received from local residents |

Box 3.1: Recommended format for air quality action plan report Source – DEFRA (LAQM.PRG03)

## 5.12.9 Non-Transport Greater Manchester Air Quality Action Plan Actions Table

**APPENDIX 9.0 -** GM AQAP Non-Transport Actions

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| Ref | Action | Responsibility | AQ Effect | AQ Improvement | Non-AQ Effects | Timescale | Cost |
|---|---|---|---|---|---|---|---|
| **NTA1** | **Enforce the Pollution Prevention and Control (England and Wales) Regulations 2000.** | District Environmental Health Officers | Medium | The Environment Agency have stated that any Agency regulated process making a significant contribution to pollution in an AQMA will, where possible, have its operating conditions altered to reduce emissions. | These regulations also control the release of pollution to land and air from medium<br><br>to large sized processes. Process authorisation under this regulation can also lead to possible changes in the visual impact of emissions from stacks and a reduction in the number of odour and noise complaints; although fitting abatement technology can be expensive for the company. | Ongoing | £ |
| **NAT2** | **Continue to enforce Smoke Control Areas.** | District Environmental Health Officers | Low | Continuing to enforce smoke control will ensure emissions from coal burning domestic properties are kept as low as possible. | Smoke Control Areas can lead to improvement of the overall urban and built environment. There is a reduction in the amount of $CO_2$ and acid rain precursors released into the air. They also encourage the adoption of more efficient heating and combustion processes. | Ongoing | £ |
| **NTA2** | **Promote improved energy efficiency in domestic properties.** | District Sustainability Officers, District Home Energy Conservation Officers | Low | Reduced energy consumption will result in the reduction of gas, oil and solid fuel burning within properties, which will reduce N0x and PM10 emissions into local air.<br><br>Reduced electricity consumption can help to reduce pollution emissions from power stations which although possibly remote from individual local authorities can disperse pollution over a wide area (emissions from Fiddlers Ferry Power Station have been found to impact on the whole of the Greater Manchester | Financial savings, reduced fuel poverty, helps to tackle climate change, and assists the local authority in meeting Home Energy Conservation Act targets. | Ongoing | ££ |

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| Ref | Action | Responsibility | AQ Effect | AQ Improvement | Non-AQ Effects | Timescale | Cost |
|---|---|---|---|---|---|---|---|
| | | | | area). | | | |
| **NAT3** | **Promote energy efficient and sustainable measures to developers.** | Districts | Medium | Reduced energy consumption will result in the reduction of gas, oil and solid fuel burning within premises, which will reduce N0x and PM10 emissions into local air. Reduced electricity consumption can help to reduce pollution emissions from power stations, which although possibly remote from individual local authorities can disperse pollution over a wide area (emissions from Fiddlers Ferry Power Station have been found to impact on the whole of the Greater Manchester area). | Financial savings and helps in tackling climate change. | Ongoing | £ |
| **NTA3** | **Encourage the conversion of large boilers (>2MWth) operating in hospital, university and commercial buildings from coal or oil to gas.** | Districts | Low | Large boiler emissions contributed 204 tonnes of PM10 across Greater Manchester in 2001, 24% of all point source emissions. Gas fired boilers release around 570 times less $CO_2$ and almost 1500 times less NOx (per therm) than fuel oil fired plants. | This will also reduce the emissions of pollutants linked to climate change. | Ongoing | £ |
| **NAT4** | **Promote energy efficiency in industrial and commercial premises, including the Council's own non-domestic buildings.** | Districts | Low | Reduced energy consumption will result in the reduction of gas, oil and solid fuel burning within premises, which will reduce N0x and PM10 emissions into local air.<br><br>Reduced electricity consumption can help to reduce pollution emissions from power stations, which although possibly remote from individual local authorities can disperse pollution over a wide area | Financial savings and helps in tackling climate change. | Ongoing | £ |

# Air Quality Local Transport Strategy and Action Plan 5

| Ref | Action | Responsibility | AQ Effect | AQ Improvement | Non-AQ Effects | Timescale | Cost |
|---|---|---|---|---|---|---|---|
| | | | | (emissions from Fiddlers Ferry Power Station have been found to impact on the whole of the Greater Manchester area). | | | |
| **NTA4** | **Raise awareness of the pollution and health effects of burning garden and other waste.** | District Environmental Health Officers | Low | It is expected that the awareness raising campaign will result in a reduction in the number of bonfires. This should result in a reduction in nuisance complaints and an improvement in local air quality, although this may not have a significant impact on annual average pollution concentrations. | This could lead to fewer complaints about smoke nuisance and promote social harmony. | 2006/7 | £ |
| **NAT5** | **Local authorities to develop Unitary Development Plan (UDP) and Local Development Framework (LDF) policies appropriate for their area to ensure that air quality is a consideration in determining planning applications.** | District Planning Officers | Medium | The policies would seek to ensure that new development does not contribute significantly to elevated pollution concentrations and that sensitive development is appropriately located. | The UDP should balance air quality considerations with other development control factors. | 2005/6 | £ |
| **NewNTA7** | **All districts to produce and implement a "Carbon Action Plan".** | District Sustainability Officers, District Transport Officers | Low | Reduction in the emissions associated with district fleet and employee travel. | Will help to raise the profile of sustainable development and the environment. | 2008 | ££ |

# 5 Air Quality Local Transport Strategy and Action Plan

# Network Management Local Authority Pro-formas 6

## 6.1 Introduction

This section of the technical document shows the measures the Greater Manchester authorities have taken in responding to the Traffic Management Act. There are individual responses for all 10 authorities.

These authorities work in co-ordination with each other and with other agencies and organisations. Manchester City Council chairs the Greater Manchester Traffic Management Group. This includes:

- The ten Greater Manchester districts,
- The Greater Passenger Transport Executive,
- Greater Manchester Police,
- Highways Agency,
- Greater Manchester Transportation Unit,
- Greater Manchester Urban Traffic Control,
- North-west Joint Utilities Group.

The terms of reference for the group are:

1. To oversee the implementation of the Traffic Management Act 2004 within Greater Manchester.
2. To coordinate arrangements to effectively manage the local highway network to keep traffic by all modes of transport moving safely.
3. To coordinate arrangements which enforce driving and parking offences, either through civil or Police powers and to assist in the effective management of the local highway network.
4. To coordinate arrangements which control the occupation of road space by Street and Road Works in a manner which assists all modes of transport to move safely whilst utility and highway networks and developments adjacent to the highway are maintained and upgraded.
5. To liaise with Authorities and other organisations whose actions could enhance the effective management of the Greater Manchester highway network.

## 6.2 Bolton

**Overall progress in meeting requirements of implementing the Traffic Act.**

In 2004, Bolton invited JMP Consulting to undertake a transport study aimed at:

- Providing an overview of current transport provision in Bolton
- Considering the future transport needs of the people of Bolton evaluating options for future proposals for improvement
- To provide a vision for taking the transport system forward, with particular reference to the developing Greater Manchester Local Transport Plan (LTP 2).

The study, which is now complete is helping to inform local decisions on the future of transport in Bolton and has helped in the formulation of Bolton's contribution to the sub-regional LTP 2.

# 6 Network Management Local Authority Pro-formas

Among the issues identified within the Study is that of increasing congestion, particularly in and around Bolton Town Centre and:

- Poor pedestrian and cycle linkages in the Borough
- Poor public transport interchange facilities

Outcomes from the Transport Study that are assisting Bolton to make progress in tackling congestion include:

- The establishment of a Bolton Transport Partnership with membership drawn from the private sector the Greater Manchester Passenger Transport Executive, local bus operators, the voluntary sector, organisations representing user groups, and the public.
- Production and approval of a Bolton Town Centre Transport Strategy
- Creation of a new rail/bus interchange in Bolton Town Centre, a scheme that is currently being promoted as a major project under LTP2.

The basics of Bolton's current highway network were established in the 19th century and although there has been investment in a number of new roads over the last forty years this has mainly been aimed at directing traffic away from town centres. The scope for increasing the capacity of the existing highway network is constrained by the built environment and therefore Bolton recognises that its approach to addressing the challenge of increasing congestion as well as ensuring compliance with the requirements of the Traffic Management Act, requires it to implement a number of discrete as well as inter-related actions that include:

- Encouraging greater use of public transport, walking and cycling by putting in place the appropriate infrastructure.
- Engaging with partners to maximise the potential of joint funding of transport projects.
- Working with schools and helping them to develop and implement travel plans that encourage walking and cycling.
- Using existing and future legislative powers to ensure that optimum use is obtained from the existing highway network.
- Using the planning framework to minimise the impact of new development on the existing highway network, requiring business travel plans, together with highway improvements, that assist in reducing traffic congestion.
- Using technology to improve the efficiency of the use by traffic of the highway network.
- Ensuring the effective planning and coordination of all road and street works.
- Taking prompt actions to deal with events and incidents that cause delays and disruption.

Specific actions that have been taken within the Authority to ensure compliance with the Traffic Management Act include:

- Appointment of Traffic Manager.
- Developing and obtaining political approval to a short, medium and long term action plan that identifies the actions that the Authority will be required to take to comply with its duties under the Traffic Management Act. Actions relate to the future implementation of civil parking enforcement, street works policy development and the management of events.

# Network Management Local Authority Pro-formas 6

- Producing a draft highway network hierarchy plan
- Contributing to cross authority working through membership of the Greater Manchester Traffic Managers Group.
- Identifying resource requirements to assist in delivering the network management duties.
- Reviewing the street works coordination function and implementing internal restructuring so as to improve its efficiency and effectiveness.
- Reviewing the decriminalised parking enforcement policy regarding arterial roads.
- Reviewing the Bolton Town Centre traffic regulation orders to make more effective use of the highways..
- Development of an action plan to review traffic regulation orders along all strategic routes with the intention of improving the use off-road space and reducing delays and congestion.

Other actions that are being implemented that will assist in reducing congestion include:

- Commissioning a car parking study aimed at establishing a new Bolton Town Centre Car Parking Policy that will reduce the volume of traffic that enters the town centre.
- Reviewing the Council's own policy and procedures for providing transport to vulnerable people.
- Supporting the development of the Smartcard for use on public transport.
- Working with the GMPTE on a major project to introduce the Street Car (a high quality articulated 'bus') between Bolton and Salford, thus improving public transport links to and from the sub-regional centre.
- The introduction of Intelligent Transport Systems, including real time information for car park guidance systems, to reduce congestion in Bolton Town Centre

**Co-ordination with other departments, authorities and agencies**

**External**

- Bolton is a member of the Greater Manchester Traffic Managers Group.
- Bolton Traffic Management Unit, a partnership between Bolton Highways and Engineering staff, the Bus operators, Greater Manchester Police and other emergency services aimed at discussing and agreeing highway works.
- Bolton Street Works Coordination Group.
- Other Greater Manchester Authorities via various Greater Manchester District Engineers Sub Groups such as the Traffic Management and Public Transport, the Transportation and Urban Traffic Control and the Highway Maintenance sub-groups.
- Informal liaison with Lancashire County Council and Blackburn with Darwen Traffic Managers

**Internal**

Liaison arrangements exist with the Council's:

- Waste Management Division to ensure that operations such as refuse collection and street cleaning are carried out in a manner that ensures that peak time traffic is not affected.

# 6 Network Management Local Authority Pro-formas

- Highway Services Division, to ensure that highway maintenance activities do not interfere with traffic flows at peak times.
- Children's Services Department to discuss whether there is further scope to encourage schools within the Borough to adopt School Travel Plans that aim to reduce the reliance by pupils of car travel to and from school.

**Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future**

The Council has taken the following actions to secure the more efficient use of the local highway network:

- Implemented new framework contracts for the delivery of all its highway works (August 2005). The contract allow for greater flexibility in the manner in which highway works are planned and implemented.

Examples of new ways of new partnership working include:

- Undertaking major resurfacing in the Bolton Town Centre at night
- Carrying out major resurfacing on principal roads by limiting working to periods outside peak travelling times.
- Re-signalling of major junctions to improve their efficiency and introduce dedicated facilities for pdestrians
- Decision to introduce MOVA / SCOOT at all major highway junctions.
- Investment of TIF budget in measures that encourage greater use of public transport, including
- Provision of new/upgrading of existing car parks at railway stations
- Enhancements to bus stops to provide for use by disabled people.
- Commenced work on a major junction improvement on the periphery of Bolton Town Centre aimed at improving the movement of vehicles into and out of Bolton Town Centre.
- Contributed towards the construction of the new Bolton Station Bus/Rail Interchange.
- Introduced the first Quality Bus Corridor in Greater Manchester, between Bolton and Leigh.
- Completed the work in Bolton on the Northern Orbital Quality Bus Corridor.
- Liaise with bus operators to identify access problems and overcome these by the promotion of Traffic Regulation Orders / minor improvement works.

**The challenges faced locally in addressing the needs of all the different modes of transport using the roads in the area.**

- Elected member/public acceptance of the principles of modal shift
- The need for significant capital investment to improve the existing highway network and address bottlenecks/hotspots.
- Conflict between the needs of property owners who live and work on major arterial roads and the requirement to reserve road space for the movement of traffic.

# Network Management Local Authority Pro-formas 6

- The need to ensure that road safety continues to be the highest priority
- Joining up the on highway cycle network, particularly where this impacts on highway capacity
- Off road cycling network
- Capacity of car parks at stations
- Promotion of bus lanes, particularly where these impact on general highway capacity
- Giving priority to pedestrians crossing main roads where highway capacity is adversely affected.

**Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation**

New framework contracts now in place that gives greater flexibility in the planning and implementation of road works.

Change in the structure of the Council so that all works undertaken by the Highway Authority are now the responsibility of one Executive Member and one Department

Works now being planned to minimise impact on travelling public by:

- Carrying out works at night
- Restricting works to non peak periods

Town Centre Strategy included in sub-regional and regional bids.

Strengthening co-ordination of works undertaken on the highway by subjecting Highway Authority promoted works to the same controls as utilities are under the New Roads and Streetworks Act

Examining the possibility of submitting an application for a permit scheme to help control activities on the highway when guidance is available

Regular meetings with Utilities to identify and co-ordinate their future works programmes.

**Traffic Manager's role in ensuring that LTP Objectives and Targets are met**

The Traffic Manager is also the Chief Officer responsible for the management of the Council's highway function. In this capacity he is responsible for implementing the Council's highway and transportation strategies, ensuring that investment is directed towards achieving the LTP objectives, for target setting and performance management.

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# Network Management Local Authority Pro-formas 6

## 6.3 Bury

**Overall progress in meeting the requirements of implementing the Traffic Management Act.**

The Council has formally committed itself to implement the requirements of the Traffic Management Act and develop a Strategic Traffic Management Plan for the Borough. Bury MBC's Borough Engineer has been appointed as the Traffic Manager and its Executive Member for Environment & Transport acts as a "Champion".

In accordance with the Traffic Management Procedures (Provisional Guidance Oct 2005) the Council is reviewing national and local policies, auditing current practice and preparing a gap analysis and action plan. It is also working with all the Greater Manchester Authorities, Police and Statutory Undertakers representatives and other key stakeholders (at the GMTMA Group) to co-ordinate policy and processes and deal with cross boundary issues. The Council's core officer team continue to meet and develop a route hierarchy for the Borough.

The Local Strategic Partnership and the Council's ambitions and corporate priorities support the objectives of the Traffic Management Act. Consultation on the Strategic Traffic Management Plan with stakeholders will be undertaken later this year, starting with the Council's six Area Boards, each of which centre on the Borough's main townships. The Area Local Community Plans already identify accessibility, congestion and road safety as core features for action.

All Council Departments and Directorates have been made aware of the implications of the TMA and the requirement to consider how their policies, practices and operations impact on the highway network and to consider what action they can take to minimise any adverse effects.

The draft TAMP reflects the Council's TMA responsibilities.

The Council is currently developing its LDF, of which Transport is one of the five Core Strategies.

**Co-ordination with other departments, authorities and agencies**

Bury MBC's Traffic Manager is the Council's representative on the Greater Manchester Traffic Management Act Group whose aim is to co-ordinate & prioritise actions across the conurbation and with external Traffic Authorities and other Agencies (eg adjacent highway authorities and the Highways Agency).

The Council's Executive has recognised and endorsed the council wide role of the Traffic Manager and agreed the preparation of a Strategic Traffic Management Plan for the Authority. Reports to the Executive are beginning to be scrutinised for their impact on relieving congestion and improving accessibility.

At the operational level, Traffic Management & Road Safety Services have dedicated traffic network officers to deal with day to day incidents on the highway network. They work closely with Highway Network Services to co-ordinate planned & reactive maintenance schemes, activities of Statutory Undertakers and projects undertaken by the Engineering Consultancy and external developers/contractors.

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At the more strategic level, Traffic Management & Road Safety Services works closely with Planning Services to assess the impact of development & regeneration proposals on congestion and to introduce mitigation measures. Transport Assessments are a pre-requisite requirement for major development sites.

Improved co-ordination with other Council Services that impact on the highway network (eg. Refuse Collection, Grounds Maintenance, Street Cleansing, Winter Maintenance, Fleet Transport) is underway.

Travel Plan initiatives (walking, cycling, public transport) for Bury MBC staff, schools, colleges, hospitals and external employers are developing. For example, of Bury's 85 schools, 46 will have signed up to implementing School Travel Plans by December 2006.

**Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future**

The Traffic Manager is reviewing the highway network to prioritise routes and identify congestion hot-spots. Improvement schemes already feature in the Council's capital programme to address a limited number of sites over the next two years (these tend to concentrate on Quality Bus Corridor routes and town centre regeneration schemes) in line with LTP objectives.

Bury MBC Services have joined with the GM Police to create an Events Advisory Group group. Organisers of events (eg. carnivals, processions, etc) can access the Council's website to view the Events Guidance Document which contains information on how to fully engage with the appropriate agencies to gain approval to putting on an event.

We undertake regular monitoring and active management of the Council's Planned Maintenance programme, eg. deferred major refurbishment scheme on principal road due to statutory undertakers delays on alternative routes to avoid delay and congestion.

The Council's Traffic Management Unit (TMU) is made up of representatives from the Police, Ambulance and Fire Services as well as the Passenger Transport Executive, Traffic Management, Legal and Planning Services. Its role is to consider all proposed permanent traffic regulation orders, major planned temporary diversions and other key events on the highway and make recommendations based on road safety, congestion and accessibility.

At present, all highway authority works, statutory undertakers works, private development works, the siting of skips, scaffolding, etc are plotted on a GIS mapping layer to co-ordinate access and minimise conflict and delays and congestion on the network.

In addition, the Council has adopted Cycling and Walking Strategies to encourage modal shift.

The introduction of Intelligent Transport Systems, including real time information for car park guidance systems and variable message signing to improve route choice and to reduce congestion is currently being implemented in Bury Town Centre.

# Network Management Local Authority Pro-formas 6

**The challenges faced locally in addressing the needs of all the different modes of transport used the roads in the area.**

As part of the Council's development of its Strategic Traffic Management Plan, its six Area Boards (covering the Borough's townships) will be consulted on the hierarchy of routes. Currently, Local Community Plans reflect the general priorities of residents in the locality of these Area Boards. There will inevitably be tensions between the needs of residents in 'urban villages' and those of through traffic on main commuter routes to and from Manchester City Centre (eg. Prestwich Village and the A56 Bury- Manchester commuter route). The challenge here will be to find an accommodation that balances these directly competing needs for highway time and space whilst supporting regeneration of the areas involved, as well as delivering in other key policy areas, such as Air Quality.

The other main challenge is to encourage the Utility Companies to better plan and programme their annual infrastructure refurbishment and development schemes. Whilst there are regular liaison meetings with Statutory Undertakers, they appear not to have the appropriate planning staff available to properly engage with the Highway & Traffic Authority and give firm commitments so that we may minimise the effect on the network.

**Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation**

Through Highway Network Services, the Council has introduced a new computer package (SBS Confirm) to enable better co-ordination and management of activities on the highway network. The intention is that this service is linked into an integrated, web-based system across the Greater Manchester conurbation which includes access for the emergency services.

The Utility companies and adjacent traffic authorities are continually updated and informed of any major Council promoted planned maintenance works and other projects on the network.

**Traffic Manager's role in ensuring that LTP Objectives and Targets are met**

The Traffic Manager is the Borough Engineer. The Engineering Division spans Transportation & Car Parking Services, Traffic Management & Road Safety Services, Highway Network Services and Engineering Consultancy Services. The Division's functions are fully integrated which assists effective and efficient management and co-ordination of activities on the network and supports LTP objectives and targets.

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# 6 Network Management Local Authority Pro-formas

## 6.4 Manchester

**Overall progress in meeting the requirements of the Traffic Management Act.**

We have updated the Strategic Route Network for Manchester City Council. The new SRN has been developed as two separate route networks.

The first is for vehicles and currently includes:

- All classified routes and those unclassified routes where there is an average annual daily traffic flow of more than 10,000 vehicles.
- All bus routes that have a frequency of more than 6 buses per hour at any one time during the working day.
- Routes to key traffic generators such as industrial estates, hospitals and sporting arenas.

The second is for pedestrians and includes those routes to key destinations such as district centres, schools and local health / leisure centres. A greater emphasis is placed on crossing points and how pedestrians can be encouraged to cross busy routes safely to areas of intense pedestrian activity.

As a consequence of Greater Manchester Police reviewing their involvement in event management (as a consequence in the legal shift of responsibility, as interpreted within the Traffic Management Act) Manchester City Council is developing traffic management plans with the Police to safely manage the congestion / safety of all traffic both before and after major entertainment events at key locations across the city, particularly Sportcity and the Manchester Evening News Arena. These plans will be formulated in such a way that they will take advantage of new technologies and powers when they become available. It is anticipated that in the short-term a more resource intensive structure may be required to manage the events, but this should be replaced, in the longer term, with Intelligent Transport Systems.

It would appear that it is of greater importance to motorists to have a regular and reliable journey time than it is to have a reduced but inconsistent journey time. As a result we have undertaken ‘moving observer journey’ times on a number of key routes into the city centre. These journey times give us a reliability factor and allow us to measure the effect of any improvements we may undertake.

We have initially focused on the Quality Bus Corridor routes, where there has been substantial investment in bus journey quality. It is however obvious that greater improvement could still be found through better parking control and enforcement. As a result four QBC routes have been identified through the district centres of Rusholme, Levenshulme, Longsight and Cheetham Hill for initial attention. These four areas have benefited from a number of public transport improvements such as new bus lanes, shelters and improved bus services.

Despite these improvements, illegal parking is still a problem leading to increased traffic congestion and a reduction in the quality of bus service provision. Given that an aim of the QBC programme is to increase bus patronage and consequently reduce traffic flows we are looking

# Network Management Local Authority Pro-formas 6

to address the problem of illegal parking in the four district centres. Part of this work has been the commissioning of a study to examine the characteristics of and reasons for illegal parking to help inform a long term strategy to address the problem.

As part of the 2006/07 Highways Capital programme we are prioritising a number of schemes that will have an impact on reducing congestion and improving journey times. These are generally centred along the key bus corridors and those routes identified by the Department for Transport. We aim to deliver significant benefits to transport users and pedestrians accessing the city centre. They will be monitored using the new average journey time per person per kilometre - one of the new DfT targets. These principles will also be applied to the six congestion-monitoring routes across the city of Manchester as indicated below:

| | |
|---|---|
| A62 | Mersey Road, Hollinwood to M&S IRR |
| A5103 | A6010 Wilbraham Road to M&S IRR |
| A6 | B5169, School Lane, Heaton Chapel, to A6010, Intermediate Ring Road |
| A5145 | Parrs Wood Road, Didsbury to A6010 Wilbraham Road, Stretford |
| B5117 | A6010 Wilbraham Road to A34 Grosvenor St, Manchester city centre |
| A665 | A635 Mancunian Way to A664 Shude Hill |

Intelligent Transport Systems including the introduction of SCOOT and MOVA will increasingly play a crucial role in the implementation and delivery of traffic management improvements – including public transport thereby promoting greater modal split. Their introduction will be a significant feature in the delivery of the Network Management Duty over the next 5 to 10 years. They will also play a significant role in the development and delivery of the Corridor partnerships.

**Co-ordination with other departments, authorities and agencies**

Manchester City Council chairs the Greater Manchester Traffic Management Group. On a local level we have developed a Traffic Management Steering Group which includes officers with a responsibility for:

- Street Works
- Parking Enforcement
- Development of Transport Policy
- Traffic management

This group, managed by the Traffic Manager consults and liaises with other organisations over proposed Network Management, Street Works and Enforcement Actions. These groups include:

- GMP
- GMPTE & Bus Operator
- Utilities Coordinators
- GMUTC

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- GMTU
- Manchester Planning
- Manchester City Centre Management Company
- North Manchester Regeneration
- East Manchester Regeneration
- Regeneration South
- Manchester Cycling Forum
- Local Access Forum and / or Greater Manchester Pedestrian Association

Engineering Services are undertaking a fundamental review of the way that they provide services, part of which is considering how to re-structure the service to align ourselves with the responsibilities set out in the Traffic Management Act. The Network Management Duty will be at the core of the service and all other functions could feed into and out of this section.

**Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future**

Manchester City Council has recently approved the introduction of Bus Lane Enforcement.

When this comes into force (late 2006) this should achieve improved and more consistent journey times through currently congested areas.

Bus lane enforcement can reduce congestion and allow the free flow of traffic as well as significantly contributing to improved journey times and reliability for bus users. These are important factors in attracting new passengers to public transport.

Bus lane enforcement will contribute to a number of local targets, namely:

- The LPSA2 target for 31 March 2009 is a 3.6% increase in the proportion of trips to the regional centre which are made by means other than the private car;
- Improved and reliable bus flows; and
- Improved air quality

Other road users, such as car and van drivers not travelling in bus lanes, may also benefit from improved journey times, as overall traffic flow is improved.

There is evidence from elsewhere in the country that the number of pedal cyclists on the roads increases significantly following commencement of bus lane enforcement. This may be attributed to both improved road safety, and better air quality.

We are currently undertaking a review of all of the traffic regulation orders along key routes through district centres. This is an ongoing piece of work but will offer real benefits in terms of reduced journey times for all modes of transport.

# Network Management Local Authority Pro-formas 6

The development of minor and major incident plans is being undertaken. This will result in off the shelf traffic management plans and information sheets being available when any event occurs, at a major junction that has an impact on traffic flows across the highway network.

**The challenges faced locally in addressing the needs of all the different modes of transport used the roads in the area.**

To tackle transport problems at a local level Manchester will continue to make best use of its legacy of a relatively well-developed transport network, using existing and new powers to their greatest effect e.g. decriminalised parking and the Traffic Management Act to maintain the integrity of the network.

Our continued investment to maintain ongoing challenges includes:

- Quality Bus Corridors - investment to promote the use of sustainable modes of travel including public transport, cycling and walking;
- The continuing promotion of Travel Plans including business and school travel plans;
- Better and improved walking measures to address issues such as accessibility and links to local centres and areas of employment;
- New and improved road crossings to introduce schemes such as controlled pedestrian crossings;
- To promote greater and safer cycle use;
- Local Safety Schemes to reduce the number of those killed and seriously injured; and
- Traffic Management schemes to ensure the free flow of traffic in a safe manner that is environmentally sustainable.

**Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation**

Strategic decision making on traffic management matters is informed by the following structure:

- The Greater Manchester Association of District Engineers (GMADE) – A forum for Traffic Managers to promote consistent standards and good practise in transport related matters;
- Strategic transport networks identified for all users within and across boundaries;
- The introduction of a road user hierarchy across the city;
- The council's policy to promote greater use of sustainable transport including improved bus patronage, more cycle use and the encouragement of pedestrian activity;
- Consultation with other authorities with regard to the introduction of a 'Permit System';
- The local ward coordination system to engage local stakeholders; and
- Ensuring that scheme identification matrices recognise and contribute to achieving LTP shared priorities.

The effectiveness of work planning is exemplified in a number of ways including consultation and coordination of work programmes through internal and external forums such as the Local Transport Plan process across Manchester and Greater Manchester, programme leaders, street work coordination meetings throughout Manchester and Greater Manchester, close liaison with local regeneration teams and most importantly with the local and wider community. Other areas

# 6 Network Management Local Authority Pro-formas

of highlighted planning include the 'Road Works Online', to share data with other groups including emergency services and the travelling public and the use of the Street Works Register as a common database for holding information regarding utilities works, highway authority works, events and emergencies

The effective implementation is undertaken in a number of ways including:

- Consultation with emergency services and transport operators during planning stages; and
- The planning of the works to ensure a minimum of disruption to the network particularly public transport. Examples include the imposition of off peak working conditions, school holiday only working and night time limitations.

Our outcomes will be measured by existing and new performance indicators and our achievements reported through regular progress reports.

**Traffic Manager's role in ensuring that LTP Objectives and Targets are met**

The Traffic Manager is to be the focal point within the Council who will draw together the strands of activity from the whole organisation that affect traffic movement on the road network, ensuring that the obligations under the Act are met. The position of Traffic Manager has currently been accommodated within the existing structure rather than create a new post.

A Traffic Manager Board led by the Traffic Manager has been formed that will report to and have input from the Executive Member and other Members as required. The Board will comprise officers with functional responsibility for services that impact on the Act and will have representation from other Departments of the Council as appropriate. This arrangement will allow the current operational arrangements to be retained, managed and strengthened to meet the requirements of the Act.

The Traffic Manager brings together all the parties with an interest in the highway network. He works with partners and stakeholders to ensure the safe and efficient use of the network, taking both a day-to-day and a longer-term view. Partners include:

- The ten Greater Manchester districts;
- The Greater Manchester Passenger Transport Executive;
- The Greater Manchester Police;
- The Highways Agency;
- Greater Manchester Transportation Unit;
- Greater Manchester Urban Traffic Control and
- Northwest Joint Utilities Group.

The Stakeholders include all those with a right to use the highway, travellers using all modes of transport as well as Statutory Undertakers. The Traffic Manager draws up and reviews strategies to allocate road space equitably between modes and deals with obstructions and incidents on the highway, drawing on the elements already established to manage the network;

Key functions of the traffic manager:

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- Identifying and managing different road types;
- Monitoring the road network
- Identifying locations where regular congestion occurs;
- Co-ordination and direction of works;

- Dealing with planned events;
- Management of incidents;
- Making the best use of technology;
- Managing parking and other traffic regulations;
- Enforcing road traffic regulations;
- Accommodating essential servicing traffic;
- Regular reviews of the network;
- Consultation and engagement with stakeholders; and
- Provision of travel Information to road users and the community.

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## 6.5 Oldham

**Overall progress in meeting the requirements of the Traffic Management Act.**

The Traffic Manager has appointed a Traffic Management Team with Personnel involved in Traffic and Transportation, Highways Maintenance and Street Works Co-ordination. This core team has been tasked to develop a Network Hierarchy and Policies and Procedures to pro-actively manage the duties placed upon the Council by the Traffic Management Act. It is envisaged that the core team will expand with personnel from other Council Departments as progress is made with the Policies and Procedures.

The role of a Network Manager is to be developed to co-ordinate activities affecting the highway in line with procedures operated by the Statutory Undertakers. It is envisaged that performance will be monitored to ensure a level playing field is attained across the Authority. The role will also develop cross-boundary co-ordination to ensure expeditious movement of traffic between Authorities. The existing quarterly meetings held with the Statutory Undertakers will be developed to include matters relating to the Act.

**Co-ordination with other departments, authorities and agencies**

The Traffic Manager is represented on the Greater Manchester Traffic Management Act Group where co-ordination of Policies and Procedures, particularly affecting cross-boundary operations, are developed and discussed. Representatives from the Statutory Undertakers, the Highways Agency, Greater Manchester Passenger Transport and all the Greater Manchester Authorities attend.

Oldham's Traffic Management Team is developing policies and procedures to co-ordinate works across all the Authorities Departments.

**Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future**

The Authority has, along with the other district Authorities of Greater Manchester, developed a Maintenance Strategy, which will secure more efficient use of the network.

**The challenges faced locally in addressing the needs of all the different modes of transport using the roads in the area.**

The challenges will be identified as part of the development of the network hierarchy and the Traffic Management Team will address these in due course.

**Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation**

# Network Management Local Authority Pro-formas 6

The Network Management Team are developing policies to co-ordinate the operation of Council and Utility works on the network. As this team has no involvement in the planned maintenance / improvement works of the Authority it can provide a subjective view on allocation of the network. Performance indicators will be developed to ensure equality in the decision making process is adhered to.

**Traffic Manager's role in ensuring that LTP Objectives and Targets are met**

The Traffic Manager will oversee the operations of the Network Management Team and the Traffic Management Team to ensure the policies and procedures developed are compatible with the various strategies developed through the LTP of the Greater Manchester Authorities.

**Contact Details of Traffic Manager**

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# 6 Network Management Local Authority Pro-formas

## 6.6 Rochdale

**Overall progress in meeting the requirements of the Traffic Management Act**

The Council recognised the need to have a post holder capable of operating strategically and technically at the top of the Council's management structure and with adjacent authorities at a sub-regional level across the County.

Following this the aim is to work with other Greater Manchester authorities to produce a consistent traffic strategy and action plan linked to the LTP and the Council's transport asset management plan.

The process will be part of the Executive Leadership review and monitoring requirements

**Co-ordination with other departments, authorities and agencies**

Externally - work with Highways Agency to address access issues related to motorway use. Continue to develop existing coordination with utilities, emergency services and public transport operators.

Internally – Consolidating existing arrangements for street works inspections and enforcement and decriminalised parking enforcement with a view to developing permit systems and seeking further decrimininalised powers

**Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future**

Main congestion blackspots identified within UDP and through air quality modelling. LTP programme being used to tackle junctions providing additional improvements for sustainable modes whilst reducing general delays.

**The challenges faced locally in addressing the needs of all the different modes of transport using the roads in the area.**

The hill and valley nature of the area has led to a tightly constrained network with residential property, often terraced built right up to the highway and with no parking provision. Shops, businesses, and residences all seek access and parking creating conflicting demands on highway space. Community severance and the need to provide safe convenient crossings for pedestrians and opportunities for safer cycling conditions conflict with the need to reduce delay to vehicles. The existence of a marginal political situation tends to make the consultation and implementation process more difficult and prolonged.

**Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation**

# Network Management Local Authority Pro-formas 6

A range of consultation processes at Township and Council level have been developed to provide the opportunity for programmes to be implemented after scrutiny both locally and at a strategic level. Working with partners and seeking funding through a range of sources takes place. Traffic management for both permanent and temporary arrangements is undertaken in conjunction with emergency services, the police and public transport operators along with the PTE. Designs are reviewed to meet utility needs and are adjusted to minimise disruption whilst retaining their functionality and purpose. The development of the Oldham Road /Kingsway junction improvement is the most current of these initiatives these has undergone those processes, involves QBC, Developer and LTP funding, and is currently being implemented.

**Traffic Manager's role in ensuring that LTP Objectives and Targets are met**

Control of the development and implementation of the LTP is held by the Traffic Manager and his staff

**Contact Details of Traffic Manager**

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# 6 Network Management Local Authority Pro-formas

## 6.7 Salford

**Local Authority: Salford City Council**

**Overall progress in meeting the requirements of the Traffic Management Act.**

There is a named Traffic Manager on our list of “proper persons”.

The Traffic Management Act has been raised at a number of internal meetings and the relevant senior staff are now aware of our obligations.

Staff have attended a number of seminars to determine the implications of the TMA. This information is currently being disseminated to other relevant departments via a series of presentations.

We have liased with Southbank Systems in order to ascertain what updates are available to our software management system in order to ensure that we minimise disruption on the highway network.

**Co-ordination with other departments, authorities and agencies**

The TMA and its implications have been discussed at regular Greater Manchester Association of District Engineer meetings, and information has been exchanged with NW HAUC during the consultation period.

All Highway Schemes are discussed with the operators and emergency services at the feasibility stage.

Internal discussions with other departments have also taken place.

**Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future**

Discussions with Environmental Services have secured an agreement that the effects of refuse collection and road cleansing will be minimised during peak periods on principal roads.

Discussions are on-going with local operaters so that a data sharing agreement can be reached in order to identify those sites on the network that are most affected by congestion.

**The challenges faced locally in addressing the needs of all the different modes of transport using the roads in the area.**

Given its geographical position on the outskirts of the Regional Centre Salford is particularly prone to the effects of congestion.

However, the potential effects of this congestion are being minimised by:

- An expansion in the number of quality bus corridors.

# Network Management Local Authority Pro-formas 6

- An expansion in the number, and quality, of cycle lanes and the introduction of a cycle strategy, monitored by the cycle forum.
- An expansion of the safe routes to school strategy.
- The introduction of a number of travel plans both in schools and businesses across the City.

The City Council are also developing their own sustainable transport strategy, which draws together all the various modal strategies, and we are founder members of the Salford Travel Partnership.

In terms of highway works, as well as the statutory quarterly co-ordination meetings held with the utilities, constant daily contact is also maintained with them.

**Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation**

Internal co-ordination meetings ensure that all works carried out by the City are co-ordinated both with each other and with those being carried out by the Utilities.

The need to minimise network occupancy (thus adding value to both the efficiency of the network and the economics of the highway improvement / maintenance programme) has been agreed at political level.

**Traffic Manager's role in ensuring that LTP Objectives and Targets are met**

The Traffic Manager's staff are responsible for ensuring that LTP Objectives and Targets are met in full

**Contact Details of Traffic Manager**

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# 6 Network Management Local Authority Pro-formas

## 6.8 Stockport

**Overall progress in meeting the requirements of the Traffic Management Act.**

The Council's ambitions and priorities support the objectives of the Traffic Management Act.

Organisational

The appointment of a Traffic Manager

Organisation set up to so that strategic & community traffic management, enforcement of on and off street parking, parking provision and management, and project management are directly controlled by the traffic manager.

Staff have attended seminars on Network Management and have disseminated information across the directorate

Demand Management Targets

Data collected to enable progress to be measured as part of GMLTP

Congestion monitoring is carried out on Integrated Transport Corridors, in particular modal split entering the town centre.

**Co-ordination with other departments, authorities and agencies**

Maintenance manager is part of same management team as the traffic manager and regular meetings with other departments take place; Traffic Management Unit set up to liaise with emergency services; meetings with ten adjacent Greater Manchester authorities is established, meetings with Highways Agency.

**Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future**

Parking management project implemented which culminated in DPE: refurbishment of Town and District Centre car parks, review of all parking orders, car park guidance system implemented.

Network of Integrated Transport Corridors which promote sustainable transport e.g bus, cycle, pedestrian and safety improvements being implemented across the area.

An established Road Hierarchy reflecting traffic needs and sensitivity.

Utilities works on strategic routes limited to off-peak of school holidays where traffic control is required, as applied to the recent NWGA routes.

A weekly road works bulletin plus direct web access to roadwork information

# Network Management Local Authority Pro-formas 6

**The challenges faced locally in addressing the needs for all the different modes of transport used the roads in the area.**

Densely trafficked road network with limited space – high car ownership and demand levels.

Encouraging the utilities to improve their programming their infrastructure improvements.

Conflicting needs between those of property owners who live/work on Strategic Routes and the requirements to reserve road space for the movement of all modes of traffic

Historic and limited road network

**Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation**

The Traffic Manager in Traffic Services is at the hub of Stockport's highway network and is tasked with knowing all that is happening on the highway network in terms of improvements, utility work, orders and associated issues.

Leading three teams of both internal and consultancy staff they deliver:

- The design and implementation of traffic and highway related schemes in the Capital Programme, on strategic routes, funded by the LTP process.
- The design and implementation of traffic management schemes on the local highway network and the management of local roads via the Area Committee process, and
- The co-ordination of Street Works, under the New Roads and Street Works Act, in the interests of safety, to minimise inconvenience to the public and to protect the integrity of the highway.

This overview by the Traffic Manager of the detailed planning and implementation of all traffic and highway related works in the borough, carried out by both the Council and Public Utilities, provides an effective mechanism for delivery whilst addressing the important traffic congestion issues highlighted in the Traffic Management Act.

BVPI 100 returns show that targets for highway occupancy are consistently achieved. Co-ordination of all utilities work by prior reference to programmes allowing a structural approach to be formed. Reference to both NWGA and Stockport councils own capital programme has allowed for early identification of conflicting areas and the effective re-allocation of resources preventing issues with regard to SS8 of NRSWA.

**Traffic Manager's role in ensuring that LTP Objectives and Targets are met**

The Traffic Manager will oversee the operations to ensure the policies and procedures developed are in line with those of the 2nd Greater Manchester Local Transport Plan.

The Traffic Manager is also in Stockport's transport capital programme team and LTP targets are part of the overall business plan.

# 6 Network Management Local Authority Pro-formas

Stockport's Traffic Manager On sub group of LTP demand management to represent Greater Manchester Traffic Managers.

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# Network Management Local Authority Pro-formas 6

## 6.9 Tameside

**Overall progress in meeting the requirements of the Traffic Management Act.**

Actions taken to date:

- Traffic Manager appointed by the Council
- Traffic Manager and other relevant staff provided with training to understand the requirements of the Traffic Management Act
- Political approval obtained to the support objectives of Traffic Management Act
- Revised highways network hierarchy has been developed aimed at focusing investment at the most critical routes.
- GIS systems developed and implemented to help plan and minimise disruption due to road works and or events on the highway.
- Draft TAMP produced with links to Traffic Management Act objectives
- Restructure of Engineering Service undertaken to align duties and responsibilities
- Decriminalised parking to be introduced in 2006 to minimise potential on street disruption
- Car parking study being undertaken in line with major redevelopment to ensure appropriate distribution and co-ordination of parking facilities.
- Weekly roadworks bulletin produced and published
- Cycling Officer appointed
- Cycling forum established to assist with the introduction of the Council's Cycling Strategy
- Strategies either prepared or under preparation for main town centres

**Co-ordination with other departments, authorities and agencies**

Actions taken to date:-

- Internal Network Management co-ordination group established
- Close working links with in-house highway maintenance, development and design services to help plan works in detail on the highway.
- Inter-departmental approach to the development of the Unitary Development Plan to ensure co-ordination of land uses with existing and proposed transport provision.
- Refuse Collection service is a sister activity within the Engineering Senior Management Team, which enables co-ordinated activities to help minimise congestion at peak travel times on strategic routes.
- Member of Greater Manchester Traffic Managers Group
- Effective local links with GMPTE and bus operators
- Consultation with external agencies over highways improvement/traffic management schemes
- Regular liaison with all GM Authorities regarding traffic management issues.
- Discussions with GMPTE and Private Sector organisations to increase rail use by improving facilities at stations with the borough.

# 6 Network Management Local Authority Pro-formas

**Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future**

Actions taken to date

- Improved management and co-ordination with Utility companies
- SCOOT being introduced on key routes
- Programme of Quality Bus Corridors
- Improved risk management of highways
- Restricted working on key routes for highway maintenance contractors
- Physical enhancements to bus stops
- Introduction of 'safe routes to schools' initiative
- Data sharing agreement with major public transport operator being put in place
- TRO review completed
- Major Highways improvements being developed to address major problems of congestion in Longdendale and Ashton-under-Lyne
- The availability of SEMMMS for part of the Borough has enabled increased investment over approximately 1/3 of the Borough.
- Programme of improving pedestrian access into the town centres from adjacent residential areas on-going.
- Improved signing within the borough to provide clear direction.
- The introduction of Metrolink to the Borough remains the highest of priorities.

**The challenges faced locally in addressing the needs of all the different modes of transport used the roads in the area.**

The geographical nature of the Borough's highways network and the surrounding built development which was largely laid out in the early part of the twentieth century or before, is often a constraint on improvement. Much of the borough is densely populated with congestion occurring in the town centres at peak times and in some places during the off peak.

The railway stations in the borough require investment; furthermore, their location in many instances is such that it will be difficult to provide park and ride facilities in a cost-effective manner. Nevertheless, investment has been secured recently for several of the larger rail stations, which it is hoped will be rolled out across the borough.

Many of the highways in the borough are single carriageway with properties built immediately to the boundary this often makes the introduction of bus lanes difficult due to lack of road space. Nevertheless, where a cost-effective opportunity presents itself, bus lanes are being provided on key routes together with improvements at signal controlled junctions.

The provision of comprehensive cycling facilities of many on the major routes will be a challenge due to their constrained nature. Nevertheless, the nature of the Borough's highways network is such that many of the major routes have parallel alternatives which pass through residential areas, and which will be used to maximum effect

# Network Management Local Authority Pro-formas 6

A comprehensive network of pedestrian routes exists with the Borough. This should provide a good opportunity to increase the number of walking trips into the Borough's centres. This is being assisted by programmes of street lighting improvements, footway improvements including dropped crossing provision and pedestrian crossing facilities. In addition, an extensive programme of introducing "school travel plans" is on going.

**Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation**

Actions taken include:-

- Co-ordination of utility works through regular Utilities co-ordination / planned works meetings
- Single Executive Cabinet Member responsible for policy/strategy development and scheme implementation. The Cabinet Deputy responsible for Transportation is also responsible for Land Use Development and has the Public Transport brief with the GMPTA.
- Co-ordination across the Greater Manchester conurbation through AGMA, GMADE
- Framework contract to aid service delivery will commence in 2006/07
- The Strategic Partnership is directly engaged in transportation policy and highway improvement matters.

**Traffic Manager's role in ensuring that LTP Objectives and Targets are met**

The Traffic Manager is a second tier manager responsible for transportation policy/strategy development, traffic management, road safety and highways related land use and development, funding procurement and programme monitoring. This enables a co-ordinated approach to investment to achieve the Council's LTP2 objectives and targets

**Contact Details of Traffic Manager**

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# 6 Network Management Local Authority Pro-formas

## 6.10 Trafford

**Overall progress in meeting the requirements of the Traffic Management Act.**

- A report on the Traffic Management Act was considered by the Council and this resulted in the appointment of a Traffic Manager in addition to the Council committing support for the objectives of the TMA.
- Training on the requirements of the TMA has been provided for key staff involved in a wide range of responsibilities that could impact on the operation of the highway network.
- Internal TMA liaison group established.
- Roadworks information grid referenced and installed onto GIS system to minimise potential disruption.
- Frequent roadworks bulletin produced and publicised.
- Impact of major events on the operation of the highway network reviewed.
- Parking Services targeted at key routes during peak and other busy traffic periods.
- Traffic modelling underway for Altrincham town centre to enable improved traffic management/control systems to be introduced and linked to major development proposals.
- Traffic Management Act group established for Traffic Managers of Greater Manchester Districts.

**Co-ordination with other departments, authorities and agencies**

- Improved communication linkages have been established between key service areas that could have an impact on the operation of the highway network but are split because of organisational and/or geographical separation.
- Highway maintenance, street cleansing and refuse collection services co-ordinated to reduce potential impact on the network operation.
- Highway maintenance, improvement and traffic calming schemes co-ordinated to minimise impact.
- Traffic Management Act working group established as part of the Greater Manchester District Engineers group.
- Regular meetings with all Greater Manchester Districts on a number of levels regarding traffic management issues.
- Co-ordination meetings with bus operators to consider network congestion impact on service reliability and identify potential improvements.
- Programme of Quality Bus Corridors developed in association with the GMPTE.
- Strategic Plan being developed for future traffic management at major events at Manchester United FC in conjunction with the Police and the Club. This will facilitate changes brought about by a major review of the Policing operations at the stadium to be fully implemented.
- Regular meetings with other agencies and organisations such as the Police, the HA and the Trafford Centre Ltd to discuss the management of traffic conditions in the vicinity of the Trafford Centre.

**Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future**

# Network Management Local Authority Pro-formas 6

- Co-ordination and control of utilities works improved on strategic routes.
- Improved co-ordination and control of highway maintenance and improvement works on strategic routes.
- Improved co-ordination between highway maintenance/improvement works and utilities works on strategic routes.
- Programme of Quality Bus Corridors developed in association with the GMPTE.
- Bus stop enhancement programme underway to improve access to buses and reduce delays at stops.
- Traffic signals improved in some locations including the introduction of SCOOT to increase efficiency and capacity on some strategic routes.
- Review underway of all waiting restriction orders/markings/signs to enable improved enforcement and improve capacity and safety.
- 'Safer Routes to School' initiative introduced in vicinity of many schools.
- Improved measures for the traffic management at major events underway, starting with MUFC.
- Special plans operated to improve traffic movements at seasonally busy shopping periods at the Trafford Centre.

**The challenges faced locally in addressing the needs for all the different modes of transport used the roads in the area.**

- Major strategic radial route to Manchester passes through the entire length of the borough.
- Very heavily trafficked road network with restricted road space within densely populated area.
- High car ownership and usage in many parts of the borough.
- Conflicting needs on a limited road space between road users and road frontagers.
- Conflicting demands of road users and those organisations requiring repairs/improvements to their infrastructure whether this be the Highway Authority or the Utilities.
- The demands on the network placed by major events at MUFC & LCCC.
- The demands on the network placed by seasonal shopping periods at the Trafford Centre.
- The demands on the network placed by businesses within Trafford Park.

**Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation**

- Improved co-ordination of utilities works through regular meetings
- Executive Member for Technical Services solely responsible for highway policy, highway strategy, highway maintenance, highway improvements, traffic calming, road safety, quality bus corridors and also sits on the GMPTA.
- Co-ordination between Greater Manchester District Authorities through AGMA and GMADE.
- The Strategic Partnership is directly involved in issues relating to transportation policy and highway improvement.

**Traffic Manager's role in ensuring that LTP Objectives and Targets are met**

# 6 Network Management Local Authority Pro-formas

Traffic Manager is a Head of Service responsible for transportation highway policy and strategy, highway structural maintenance, highway improvements, traffic management, road safety and LHA consultations on major planning applications/land use planning, and LTP funding allocation and priorities, in addition to monitoring of the network. This enables a co-ordinated approach to investment to enable the Council's LTP2 objectives and targets to be met.

**Contact Details of Traffic Manager**

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# Network Management Local Authority Pro-formas 6

## 6.11 Wigan

**Overall progress in meeting the requirements of the Traffic Management Act.**

The implementation of the Traffic Management Act has been primarily focused on part 2, Network Management Duty. Progress is being made in developing policy and strategy relating to traffic management for all forms of traffic both vehicular and pedestrian.

Wigan borough is divided into ten individual Townships and these townships meet to discuss problems and improvement opportunities. The traffic management team currently operates on a Township format with five Area Engineers looking after all the traffic management issues in specific areas (two townships each). This close relationship within the communities gives a clearer understanding of the problems on different parts of the network and the needs of different road users.

Congestion hot spots have been identified through consultation with local communities, Townships and through the local knowledge of the Area Traffic Engineers. Opportunities of how to overcome the problems at the hot spots have been recommended through the Development Control process where developers fund improvements and proposals through section 278 and 106 agreements. Funding opportunities have also been identified through the Capital programme specifically aimed at targeting reduction in congestion on the network.

The Traffic Group will soon take over the responsibility of issuing permission and permits for the placement of building skips on the public highway. This will allow for greater control of where skips can be placed and greater powers of enforcement for non-compliance.

**Co-ordination with other departments, authorities and agencies**

There are good links with all departments within the council. Some links are stronger due to the close working relationships some departments have developed.

The links with the Townships and the community groups has already been covered above. Internally there are strong links between the Traffic Group and Parking Services within the Department of Legal and Property Services. Parking Services are responsible for all on and off street parking enforcement under the decriminalised parking regime. They are also responsible for developing a parking and enforcement strategy linked closely with the requirements of the Act. Discussions are also underway on how further enforcement can be carried out by Parking Services including bus lane enforcement.

There are also close links to all emergency services through the Traffic Management Unit (TMU) which meets on a six weekly cycle to discuss the introduction of Traffic Regulation Orders and other issues affecting the network. TMU is also attended by Greater Manchester Passenger Transport Executive (GMPTE). There are strong links with GMPTE through work being undertaken on existing and proposed bus corridors by the Local Transport Plan Delivery Group.

# 6 Network Management Local Authority Pro-formas

All traffic signals are managed and maintained by Greater Manchester Urban Traffic Control Unit (GMUTC). Wigan understands the long term aspirations of GMUTC for implementation of SCOOT and MOVA at existing signal installations and has developed a programme of installations around these aspirations when financial opportunities arise.

Wigan currently has strong links with its Greater Manchester (GM) neighbouring districts but is also bounded by non GM districts such as St Helens, Warrington, West Lancashire and Chorley. Relationships are being developed within these districts to generate a joined up approach to how local services are developed and delivered.

There is now greater contact with the Highway Agency and progress is being made into putting in place a more formal programme of meetings. This will give a greater understanding of proposals on the trunk road network.

**Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future**

The development of effective traffic management and streetwork plans is very important, along with consultation to ensure the public are aware of what is happening. Co-ordination of road and streetworks is of vital importance, with such works been avoided during peak periods and on sensitive streets at sensitive times.

Identification of congestion is of great priority and the Area Engineers along with Highway Inspectors have a duty to notice and take action to keep the network moving.

The impact of proposed developments are considered on grounds of road safety and the effect on the surrounding network.

Traffic signals are monitored with timings adjusted if problems of throughput are affected.

Currently looking at electronic car park guidance and linking CCTV to monitor traffic problems on the network.

**The challenges faced locally in addressing the needs of all the different modes of transport using the roads in the area.**

There are significant challenges in addressing local needs for all transport user groups. The modes considered are, car / motorcycle, bus, pedestrian, cyclists.

Each mode of transport is considered separately and the road space is allocated to accommodate the individual needs.

Where space is available bus and cycle lanes are used to provide segregation from all other traffic and priority over other vehicles. However, the geometry of Wigan's highways does not often allow the use of road space in this way. Therefore, technology is used at traffic signal junctions and other significant locations to give advantage to buses, cycles and pedestrians along congested routes.

# Network Management Local Authority Pro-formas 6

It is also important to balance the needs of individual groups i.e. pedestrian dominance within town centres and bus priority where space is available. It is also important to link with the overall objectives of the Local Transport Plan.

The use and promotion of such measures must relate to adopted policies and the developing traffic strategy for Wigan Council.

**Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation**

The Traffic Section maintains a street works register where all notices served by Statutory Undertakers are checked on a daily basis. The Street Works Co-ordination Team takes into account the descriptions written in notices and makes assessments of the likely disruption that the work will cause. To keep disruption to a minimum the Authority may use the powers under Section 56 (Powers to give directions as to timings of street works) or Section 74 (Charge for occupation of the highway where works are unreasonably prolonged) of the New Roads and Street Works Act 1991.

Notices must be served to the Street Works Co-ordination Team for major works carried out by the Authorities Departments. Assessments are made of the likely disruption that will be caused by the work and co-ordination with other works will be considered in relation to the timing of the work. Engineers for the works also make the team aware what temporary traffic management is required (e.g. temporary traffic regulation order, temporary traffic signals, lane closures, etc.)

The Street Works Co-ordination Team processes all temporary traffic regulation orders and selects the alternative route for traffic. The team also processes the Authorities application forms for temporary traffic signals. Approval for traffic signals is required in writing as per The Traffic Signs and General Directions 2002 Both applications are co-ordinated with all works on the highway.

A road works bulletin is published every week. The Street Works Co-ordination team carries out a proactive approach in gathering the information from the Authorities, Statutory Undertakers and private works on major roads. The bulletin is e-mailed to various interested parties including emergency services, transport executives, bus companies, local press, radio and TV.

The traffic section also attends site visits with promoters who propose to carry out activities on the highway. They can determine what steps are required to carry out the works safely and assess the chances of disruption that may be caused.

The Street Works Team also make judgements on the impact works may cause to adjoining boundaries and notify personal working for these Authorities (information to personnel working for other Authorities can be found in the "North West Highways & Utilities Committee - Contact Handbook")

The Authority organises and chairs a Co-ordination meeting every three months to discuss programmed works. The invitees include all sections within the Authority that carry out work within the highway, all statutory undertakers, GMP and GMPTE.

# 6 Network Management Local Authority Pro-formas

The Authority takes the view that all works on the Highway potentially causes disruption. Works on traffic Sensitive Streets are not allowed during sensitive times except in exceptional circumstances. This includes the Authorities own work, which is reflected through our BVPI 100 figures. Therefore, this Authority runs a "level playing field" to all promoters who carry out work on our highway.

**Traffic Manager's role in ensuring that LTP Objectives and Targets are met**

The Traffic Manager's role is through partnership working to ensure that the following LTP objectives are achieved:

- To manage all traffic so as to reduce congestion, improve reliability, and reduce the overall proportion of trips by car without detriment to the regeneration of centres
- To maintain, improve and make best use of the existing transportation infrastructure and ensure all schemes offer long-term value for money.

These objectives and the relevant targets will be worked towards by revisiting the coordination of traffic movements and associated traffic management activities across the sub-region. This is being led through the Traffic Management Co-ordinating Group. Through the work of this group congestion will be monitored together with disruption caused by road and street works, both planned and unplanned. The Traffic Manager will work closely with the LTP Group to monitor and deliver solutions to congestion hot spots. This will ensure close alignment of the TMA and LTP objectives specifically with respect to the road user hierarchy and the effects of predicted traffic growth.

**Contact Details of Traffic Manager**

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# Draft Greater Manchester Maintenance Strategy 7

## 7.1 Foreword

The eleven Greater Manchester Authorities (Bury, Bolton, Rochdale, Oldham, Tameside, Stockport, Manchester, Wigan, Salford, Trafford, and the Greater Manchester Passenger Transport Authority (GMPTA)) are committed to the development of a prosperous, attractive and healthy conurbation that will benefit all its communities. We recognise the critical role an integrated transport system plays in delivering urban renaissance, social inclusion and a safer, more attractive environment.

The Greater Manchester Local Transport Plan (LTP) and individual Transport Asset Management Plans (TAMP) contains the strategies which we believe can deliver a modern, efficient and effective transport system that meets the needs of all users. With a sustained period of enhanced levels of investment in the policies and programmes,our Local Transport Plan will deliver benefits for the users of all modes of transport, offering real choice and a sustainable, practical alternatives to car travel for many journeys.

Providing new capital assets, vital though these are to the success of our objectives, is not enough. Once built or installed new items of infrastructure must be maintained to a high standard if they are to continue to operate effectively and contribute over the longer term to the delivery of our transport strategy.

But we must maintain much more than these new assets. We have over 770 km of Principal Roads, 860 km of other classified roads and 7340 km of unclassified Roads, a total of nearly 9000 km of adopted public highways (including ROW) in Greater Manchester, and are responsible for nearly 2000 bridges and structures with spans of more than 1.5 metres. We have around a quarter of a million street lighting columns, over 3000 km of public rights of way, over 1000 traffic signals and more than 830 pedestrian crossing facilities. Limited resources and a lack of investment in previous years have left a challenging backlog of major and smaller scale maintenance that must be tackled.

The development of this Maintenance Strategy builds on the progress made by the 10 highway authorities in Greater Manchester in developing an objective assessment framework and forms the basis for the individual Transport Asset Management Plans for determining maintenance priorities for roads, bridges and structures in each District. The maintenance strategy recognises that the transportation infrastructure is wider than the highway network alone as it involves such assets as the public transport infrastructure, statutory undertakers equipment and off-highway transport routes.

Public transport and other non-highway assets must also be maintained effectively. Some of these are in our control, others in the control of other agencies. There is also a need to consider cross boundary working with other authorities outside the Greater Manchester boundary for key routes into the area.

For the first time therefore we are considering transport maintenance in its entirety. We are pleased that this document offers an opportunity to manage the transport maintenance effort in a coordinated and effective manner.

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Working for a county-wide approach to transport maintenance, to which all partners are subscribed, will help to ensure that the conurbation's integrated transport network continues to contribute directly to the delivery of a vibrant, successful, safe and attractive Greater Manchester.

## 7.2 Introduction

This document is intended to serve as a framework for the ten highways authorities in Greater Manchester and GMPTA to determine how their maintenance programmes can best deliver countywide, strategic priorities and support transport asset management.

Maintenance is fundamental to the continuing contribution of our transport and public rights of way network to the economic regeneration and urban renaissance of our cities, towns and centres besides encouraging access to urban and rural areas. It contributes to environmental improvement, not just in terms of the site specific benefits that a well maintained piece of infrastructure can achieve but also in respect of securing an overall condition that encourages and sustains a greater use of more sustainable modes of travel and a healthier life style.

Maintenance can also help us meet social inclusion objectives, particularly where it is targeted in areas of deprivation or where it helps address concerns about safety and security or, indeed, where it ensures continued access to areas of employment and for goods and services.

The GMLTP maintenance strategy brings together in one document consideration of maintenance in respect of all elements of the network for which the 10 Highway Authorities are responsible or have some direct control. By identifying the key objectives of maintenance the partners can determine how local resources can be prioritised in a strategic context. While prioritisation is a matter for individual spending Authorities and will reflect local needs, the presence of a countywide maintenance strategy can identify the combination of measures that are likely to have the widest possible positive impact. It will also help form the basis for individual asset management plans.

This document builds on work already undertaken in Greater Manchester in respect of prioritising maintenance on the Primary Route Network. It extends this concept, and adapts it, so that it is possible to determine how highways maintenance, bridges and structures maintenance and public transport maintenance can all be carried out within the context of meeting LTP and TAMP objectives. By measuring the outcomes of our maintenance programmes it will be possible to gauge the extent to which maintenance expenditure represents value for money at the strategic level.

## 7.3 Objectives

We have a vision for the maintenance of our transport infrastructure in Greater Manchester.

We intend to reverse the trend of deterioration of our network that has been taking place over many years and to provide a network that is safe, attractive, environmentally and financially sustainable and fit for purpose. Collectively we intend to move up into the top 25% of highway authorities in respect of maintenance performance.

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The objectives within this maintenance strategy and the TAMP will form a fundamental part of the LTP2 and will have a specific focus on delivering effective maintenance programmes. For carriageways our aim is to improve and maintain the strength, ride quality and visual appearance of the highway network as a whole. Achieving a consistent standard across the county on all strategic routes including Principal Road Network (PRN), Quality Bus Corridors (QBCs), and on carriageway cycle routes will bring about greater network integrity and ensure it operates equally effectively irrespective of geographic location. Our objectives for footways and off carriageway cycle routes are to provide a safe effective network for all users. The overall objective is to provide a sustainable highway infrastructure managed at the minimum cost using whole life costing principles as outlined in the TAMP.

On bridges and structures our objective is to prioritise expenditure on strengthening and to make safe and accessible those structures that play an important role in the economic and community life of the locality.

We intend to pay attention to detail in respect of vulnerable users e.g. pedestrians, cyclists and motor cyclists. We intend to improve the condition of footway, pedestrian crossings and street lighting for the benefit of all users. By doing this we can reduce the number of accident claims that have been steadily rising and bring about greater confidence in walking as a viable alternative for short journeys. By dealing promptly with potholes, particularly those close to the kerb and undertake regular sweeping along gutters, we can make cycle journeys safer and more comfortable. Ensuring ironwork is flush and the use of appropriate surface materials on carriageways, particularly close to bends or junctions, can help to improve safety for all users. To ensure the efficient use of the network we recognise the importance of maintaining signs including street nameplates.

For public rights of way our objective is, by undertaking adequate and timely maintenance, to ensure that the current network remains accessible to all users, including horse riders and cyclists, where appropriate, and to encourage the development of the network to enhance access to both rural and urban locations so encouraging wider usage.

As part of an efficient and sustainable public transport network we wish to create and maintain waiting environments that are inviting and properly serviced

## 7.4 Problems, Issues and Opportunities

### Funding

Maintenance of the transport infrastructurein Greater Manchester has been under-funded over many years. Our maintenance programmes have generally been unable to keep pace with the rate of deterioration. The Government's Ten Year Plan for Transport released some enhanced resources for maintenance and set a target for arresting all deterioration on local roads by 2010. Deterioration has been reduced but not halted. The levels of funding required for a sustainable highway infrastructure will be identified in TAMP documents.

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Funding remains a serious concern for Authorities in Greater Manchester, although across the county we shall continue to make the best use of resources and explore alternative procurement methods and funding systems (e.g. Prudential Borrowing where it can be shown to be economically sound).

A further strain is placed on funding through the need to utilise costly and enhanced materials and systems to support and maintain enhanced infrastructures implemented through the LTP process to support its objectives without this additional burden being recognised by increasing the level of revenue funding.

However, funding to meet the best value maintenance targets contained within the second Local Transport Plan will be determined on a formulaic basis and will largely determine the backlog to be tackled each year.

The SCANNER condition survey of the PRN indicated that a considerable percentage of the network should be considered for maintenance. The UKPMS condition surveys on the Other Classified and Unclassified roads indicated that therest of the highway network is also in urgent need of repair. To arrest deterioration and remove the backlog ofmaintenance over a five-year period conservative estimates suggest annual expenditure in the order of £45m is required. Such expenditure would be additional to that needed to implement a regular resurfacing programme of the whole road network over 30 years, (i.e. 3% per annum) which would cost around a further £80 million per annum.

**Accident Claims**

There has been an exponential increase in accident related claims. Through the introduction of a more formal inspection and repair regime and a more rigorous defence against claims highway authorities have been able to set in place a more formal planned maintenance regime in accordance with the recommendations of the Code of Practice for Maintenance Management.

**Weight of traffic**

Bus, HGV and abnormal heavy load traffic flows on the network continue to increase, albeit slowly, causing increasing damage. The increase in permissible vehicle weight to 44 tonnes creates a further and disproportionate increase in the stress on the road structure necessitating more frequent and extensive repairs.This is further exacerbated by traffic management which forces the use of particular sections of the carriageway for example through the introduction of bus lanes or the use of hatching to channel traffic.

**Conflicting demands**

Demands for improved lighting (due in part to the recognised link with crime prevention and reduced fear of crime) result in increased energy consumption and conflict with demands to reduce LA $CO_2$ emissions. This will need to be addressed when authorities are identifying levels of service in their TAMPs.

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## Role of Utility Companies

Street works openings and reinstatements by utility companies continue to be a major cause of long term structural damage to the carriageway and footway network. There are still high rates of reinstatement failures of utility trenches. The effect of these is to create the appearance of a poorly maintained network, to dramatically increase the rate of deterioration to the fabric of the highway and reduce the life and riding quality of roads and the quality of footways.

Authorities will work in accordance with the Traffic Management Act 2004 to reduce the impact of works carried out by Utility Companies.

## Revenue Costs

The introduction of high specification materials and speed reduction features requires a high standard of maintenance. The costs of maintaining them are funded from revenue funding. The ten-year Plan for Transport has enabled Highway Authorities to increase the level of capital funding they can borrow but this additional funding has to be repaid over a number of years again from the revenue allocation. Ideally the increasing pressures on revenue maintenance should be recognised in the annual Revenue Support Grant calculation, but this is a matter for Government and outside local authority control. Revenue costs for street lighting continue to escalate due to above inflationary increases in connection charges set by United Utilities.

In general the headings that are funded through revenue budgets include:

- Structural damage on local roads
- Winter maintenance
- Footpaths, footways and road edges
- Carriageway markings, coloured and anti-skid surfacing
- Repair and replacement of refuges, kerb build-outs and bollards (often located in vulnerable locations)
- Surface repairs around speed cushions
- Street lighting maintenance
- Road Signing including bollards and lining
- Safety barriers and guard rails
- Minor (reactive) bridge maintenance
- Clearing encroaching vegetation/tree husbandry
- Street cleaning and weed control
- Highway drainage
- Highway trees, verges and landscape areas
- Grass cutting
- Public rights of way

Funding constraints have resulted in most Authorities focussing on short term repairs to satisfy their legal responsibilities for safety. Longer term works of repair and reconstruction tend to be deferred to a point beyond the optimum for treatment, by which time progressive deterioration

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has continued and costs have increased. The Transport Asset Management Plans being developed will clearly identify the funding required to ensure a sustainable highway infrastructure asset as is needed to redress this issue.

**Best Value**

The Best Value process required service providers to engage with the communities for whom they were providing a service. Where Best Value reviews of transport related areas of service have been carried out in Greater Manchester the results invariably show that people are primarily concerned about the poor condition of the highway network and the quality of street lighting.

The current nationally determined Best Value Performance Indicators for highways maintenance have been adopted within this strategy as a means of identifying how well the maintenance strategy is performing against national, as well as local, targets. In addition a number of local indicators have also been devised and these will also inform progress towards our objectives.

**Transport Asset Management Plans**

Councils are now required to produce Transport Asset Management Plans for their transport infrastructure and these will be a basic resource in the preparation of the LTP. As part of this process the location and condition of their highway related assets are essential considerations in the delivery of local services and must be considered as part of the overall planning process.

The Transport Asset Management Plan will contain inventory and condition information for the whole of the transport infrastructure. To prioritise the maintenance needs for adopted highways, Public Rights of Way and other assets to be included in the LTP, pavement management systems whole life costing techniques and economic rates of return will be used as appropriate

**Code of Practice for Maintenance Management**

We have had regard to the national Code of Practice for Maintenance Management in preparing this strategy.

One important objective of the Code of Practice is to encourage the harmonisation of highway maintenance practices and standards which take into account user expectations. Our strategy encourages the use of consistent standards between adjacent Authorities, especially on the strategic routes that cross boundaries.

**Bridges - Network Rail**

Network Rail owns many bridges carrying highways over railway lines. The assessment of these has been proceeding in parallel with the assessment of those owned by the Highways Authorities. However, whereas Authority owned bridges have now largely been assessed this is not the case for Network Rail bridges. This has made it difficult to predict the likely cost to particular Authorities should strengthening be required.

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The obligations for bridge strengthening is shared between Network Rail and Highways Authorities but these responsibilities are not identical. If a bridge meets Network Rail's load bearing obligations of 24 tons (as set out in the 1968 Transport Act) then it has no obligation to undertake strengthening work. The Highway Authority may, however, at its own expense, request Network Rail to strengthen the bridge to carry 44 tonnes. If a bridge fails to meet Network Rail's load bearing obligations then the cost of strengthening it to 44 tonnes is shared proportionately between the two, dependent on bridge condition.

The prioritisation and timing of bridge works for both Network Rail and Highways Authority owned bridges over live rail lines are generally governed by Network Rail, even where finance comes from highway sources. This is largely due to the need to undertake work during pre-arranged track possessions wherever possible, thereby keeping possession and other disruption costs to a minimum. In many cases it is years before rail possession dates can be identified.

Similar issues exist with the strengthening of road over track/canal bridges owned by British Waterways and Metrolink.

**Highway Retaining Walls**

Authorities in the Pennine areas of the conurbation, particularly Oldham, Tameside, Rochdale, Bury, Stockport and Bolton have highways constructed along the sides of valleys. These have retaining walls supporting the adjacent land above the road and a burr wall on the other side supporting the road. Many of these date back to the Industrial Revolution and were not designed to carry today's weights of traffic, particularly those roads that now carry the principal road network, abnormal loads and QBCs. Similarly, problems exist with the stability of steep slopes either supporting or adjacent to highways.

Wall collapses, movement of failing walls and carriageway deformation are becoming increasingly common and costly to put right. The ability of these roads to fulfil their current function within the transport network is reducing but where resources are available it will be important to co-ordinate retaining walls strengthening and reconstruction work with carriageway surfacing works.

**Street Lighting**

The level of funding for replacement and renewal of street lighting has generally not been sufficient to keep pace with the current rate of deterioration of the lighting stock. In addition, increasing demand for white lighting places pressure over and above the replacement of old stock. We have not been able therefore to meet the identified need to improve the network to meet latest standards and satisfy public expectations. Alternative funding sources have been identified within Greater Manchester. Manchester City Council, for example, has pursued a Private Finance Initiative to address the street lighting issue. However, generally changes in LTP funding are needed and Districts have completed the Department for Transport's street lighting inventory as a first step in identifyingfor Government the precise scale and nature of the street lighting problem.

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## 7.5 The Maintenance Strategy

Our strategy for maintenance within the LTP is to ensure our transport infrastructure meets the requirements of a modern, regenerated, attractive and competitive conurbation, and is in line with the strategic policies outlined in the LTP.

In addition the strategy aims to ensure that the maintenance is carried out at minimum cost in accordance with whole life costing principles outlined in the TAMP

Our priority is to deliver a safe, reliable, accessible and sustainable transport system for all users. Thereafter our focus is to implement maintenance works, in line with the Code of Practice on Maintenance Management, which set out to achieve the following:

- Prioritise expenditure based on local needs and achieving maximum value to the community but with reference to LTP objectives concerning economic and urban regeneration, social inclusion and environmentally sustainable transport;
- Ensure network availability and facilitate reliability for all users, particularly public transport, pedestrians and cyclists;
- Undertake regular reactive and cyclic maintenance to ensure the integrity of the fabric of the highway
- Ensure maximum accessibility for all users during maintenance works;
- Improve the integrity of the network;
- Maximise value to the community by seeking to incorporate integrated facilities (eg bus, cycle pedestrian facilities) as part of maintenance programmes;
- Assist maximum efficiency of the network by maintaining signage for all users;
- Minimise cost over time (by using whole life costing, condition projection and economic ranking techniques);
- Obtain maximum environmental benefit through specifications and methods of working.
- Provide safer streets by improving lighting on the network and maintaining it.
- Gradual shift of resources away from reactive works towards preventative and planned maintenance
- Reducing our liability on claims to enhance spend on the network

We will meet these objectives by pursuing the following measures:

- Maintaining bridges, structures, carriageways, footways, off road cycle routes, signage, Public Rights of Way and street lighting efficiently, effectively and to modern standards;
- Deploying a robust monitoring regime of public transport related operating standards;
- Maintaining high standards of facilities maintenance at bus stations and bus stops;
- Maintain enhanced and improved traffic management and safety measures provided through the LTP process to agreed standards.
- Maintain the efficient flow of traffic through the requirements of the 2004 Traffic Management Act;

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- Incorporating design features within maintenance works that achieve wider LTP objectives, including the provision of roadspace reallocation, enhancements to pedestrian crossings, disabled persons access, raised kerbs at bus stops etc.
- Employing environmental best practice in respect of site management, the recycling and safe use and disposal of waste material, hours of operation, use of locally sourced materials, improvement of air quality where practicable and responsible fleet management practices.

## 7.6 Prioritisation of Maintenance Works

Getting the balance right between planned, preventative and reactive maintenance is a critical issue and central to how we prioritise expenditure and this will be informed by the TAMPs. There will always be a call for emergency and reactive repairs. However, as the backlog of repairs is addressed the need to carry out reactive works should reduce, resulting in a greater proportion of expenditure being made available for planned and preventative works

Given that we have a significant backlog of maintenance work to tackle and limited resources to do it with, despite enhanced levels of funding recently being made available through the Government's Ten Year Transport Plan, it is necessary to prioritise how these maintenance resources are spent if the targets set out under the second Greater Manchester Local Transport Plan are to be achieved.

The various measures we have identified to achieve our maintenance objectives will take time to implement. The priority continues to focus on ensuring the network operates safely and meets our statutory and safety obligations. This will be especially significant in cases where claims or awards against Highways Authorities for alleged failures to maintain the network are unusually high but alsoin cases where bridges and structures on important routes or providing access to key centres are known to be at high risk of failure. Wider LTP objectives are very much dependent on the provision of a safe transport network.

Similar assessments will be undertaken by individual authorities for maintaining the environment for vulnerable users. These include for example:

- If they are in need of repair and are heavily trafficked by pedestrians and cyclists;
- If they fall on a network of strategic or cross-boundary routes or provide a Safe Route to School; and
- If they provide important links between areas of deprivation and public transport facilities, centres of employment or walking and other healthy activities, such considerations would suggest expenditure would be favoured on these routes.

The Greater Manchester Concise Pedestrian and Cycle Audit (COPECAT) offers a further tool to help guide practitioners in ensuring maintenance works they design and implement are capable of accommodating the particular needs of these users.

The future development of UKPMS as an objective tool for prioritising works, condition projection and economic development will be utilised where possible to ensure targets are met at optimum costs.

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In order for the Strategy to remain effective and to continue to contribute to achieving the long term aims of the LTP, works associated with the provision of bus and cycle lanes, traffic calming and vehicle control, and the quality of bus corridors will need to be regularly and adequately maintained or renewed, though additional resources will need to be found.

## 7.7 Measuring Effectiveness

In order to carry out these measures we have identified a range of tasks or actions that will impact on our maintenance programme of works.

The outcomes of our actions are explained in the causal chain diagrams that follow. It will be possible to measure our performance through target setting in each area of activity once a full assessment of baseline data has identified what information exists and what still needs to be gathered through the Transport Asset Management Plans.

The causal chain diagrams list a number of performance indicators for which baseline data already exists or will be gathered. In some cases we already have targets against which we can assess our performance, particularly Best Value Performance Indicators which have been set at the national level. We are working on developing local indicators in other areas of maintenance activity, assisted by the work of Greater Manchester Performance Management Group.

Much maintenance activity lends itself to measurement. It is easy to count the number of street columns replaced, the length of carriageway repaired etc… and to an extent we are already doing this through the Best Value monitoring regime.

However, we are required to measure the outcomes of what we are doing. Where maintenance elements are employed it can positively contribute to the outcomes of many integrated transport schemes but cannot necessarily be measured as a separate item.

Causal chains are an effective way of showing the inter-relatedness of various components of strategy development and actual implementation. They are used in the Local Transport Plan to show the link between our programme and our objectives and to provide a performance-monitoring framework.

A new causal framework diagram can be found at Appendix 1.We have produced three causal chains to explain our activity in the following areas:

- Highways maintenance (including street lighting and urban traffic control)
- Bridges and Structures Maintenance
- Public Transport Maintenance

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## 7.8 Action Plan

To deliver the LTP maintenance strategy and carry out the measures we have identified as necessary to achieve desired and measurable outcomes we have prepared an action plan of specific tasks and activities. These are outlined below. They can be found also in the causal chain diagrams in Appendix 1 where the interconnectedness of the various components of the whole strategy is well illustrated.

We will carry out the following specific actions:

### Highway Maintenance (including non-carriageway highway)

| Objective | Actions |
|---|---|
| Safe network of highways | ● Comply with statutory obligations<br>● Address response times to reports of defects<br>● Undertake condition surveys for the whole of the classified road network<br>● Collect UKPMS condition data/ SCANNER type surveys for carriageways.<br>● Maintain carriageway edges for vulnerable and other users<br>● Maintain footways to a high standard, (including standards of street cleaning), particularly for heavily trafficked or important pedestrian links<br>● Maintain carriageways features which impact on motorcycle and cyclists safety, e.g raised ironworks etc<br>● Ensure street furniture and signs are kept in a safe serviceable condition.<br>● Maintain signage, markings and other street furniture to a high standard to ensure highway users are correctly informed of requirements<br>● Maintain and improve street lighting as appropriate<br>● Investigate how to improve user friendliness and publicity of “hotlines” and other mechanisms for reporting highway defects<br>● Liaise with other stakeholders to encourage safety provision on those parts of the network which do not form part of the adopted highway e.g. pedestrian and cycle routes through parks, off road cycle ways, canal towpaths, etc.<br>● Maintain highway drainage systems to maintain the structure of the highway and to reduce flooding risk to property and ensure user safety.<br>● Carry out winter maintenance in accordance with the relevant code of practice.<br>● Maintain verges and highway trees to a safe standard. i.e. visibility splays remove trees, roots, branches and vegetation that are a safety hazard etc. |

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| Objective | Actions |
|---|---|
| | ● Develop longer-term maintenance plans as part of the Transport Asset Maintenance Plan.<br>● Maintain Steps in appropriate manor. |
| Ensure network availability | ● Monitor condition of the Principal Roadnetwork<br>● Focus maintenance expenditure on areas of the network in accordance to condition, usage and requirements of the local stakeholders and the Principal Road Maintenance Prioritisation Matrix (Appendix 2).<br>● Programme all works to minimise whole life cost of maintenance and to minimise disruption to the network<br>● Maximise roadspace available during maintenance procedures and consider use of off peak maintenance to minimise delays<br>● Co-ordinate works with utility companies to minimise disruption and encourage co-ordination between utility companies in accordance with the requirements of the Traffic Management Act 2004<br>● Develop programmes relevant to local stakeholders.<br>● Improve liaison with stakeholders (including bus, freight operators, rail and tram operators) on planned and emergency highway maintenance works, and investigate with utility companies how information about non-emergency streetworks can be improved and disseminated to the public in advance<br>● Meet obligations under the Countryside and Rights of Way Act in respect of inspections and removal of obstructions from rights of way<br>● Integrate maintenance works with other highways improvement and Public Utility works<br>● Plan works, including consideration/application of off-peak maintenance operations, to minimise user delay<br>● Ensure adequate signing around streetworks, especially for pedestrians and vulnerable users, and traffic segregated routes<br>● Employ best known weather forecasting techniques to maximise opportunities to plan winter gritting to ensure all key routes are passable<br>● Where appropriate co-ordinate works between neighbouring authorities<br>● Promote network availability of those parts of the network which do not form part of the adopted highway e.g. pedestrian and cycle routes through parks, off road cycleways, canal towpaths, etc.<br>● Improve training and skill levels for staff employed on roads that will enhance whole life expectancy. |
| Achieve network integrity | ● Ensure consistency of drop crossing provision on drop crossings on pedestrian and cycle routes and other areas |

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| Objective | Actions |
|---|---|
| | ● Ensure adequate and consistent standards of route signing across the network particularly on PRN, strategic cycle network and key pedestrian links<br>● Adopt consistent standards of surfacing in bus lanes, cycle and walking routes (including Safe Routes to School and key walking routes that join with other authorities)<br>● Liase with adjoining authorities and service providers, public transport operators and other key stakeholders on standards, programming, signing and co-ordination of works |
| Ensure reliability of network | ● Provide information to stakeholders (i.e. public transport/freight operators) about planned programmes of works through a variety of media, including website updates, roadworks bulletins and direct communication<br>● Remove diversions/lift restrictions/end closures as soon as possible after completion of works<br>● Lobby Government for tighter controls including the ability by Local Authorities to implement a more comprehensive inspection of utility company works<br>● Adopt maintenance designs that accommodate needs of people with mobility impairment, including the use of dropped crossings and the removal of street clutter (non-essential or obsolete street furniture) and the appropriate location of new items to avoid unnecessary obstacles,<br>● Incorporate consideration of the needs of cyclists into highway inspections |
| Maximise value to the community | ● Incorporate improvements to facilities for public transport, cyclists and pedestrians as part of standard maintenance works (e.g. white lining, dropped kerbs at crossings, raised kerbs at bus stops)<br>● Use noise reducing surfaces in noise sensitive locations<br>● Adopt environmental best practice, including on-site recycling and use of recycled materials, minimising transfer to landfill (and then only using licensed sites), sourcing materials locally where possible<br>● Adopting maintenance designs appropriate to the character of the area, for example in Conservation Areas or areas attracting large numbers of visitors<br>● Undertake a review of the public rights of way network to identify locations where work could be carried out to increase the suitability for the partial sighted and other disadvantaged and wheelchair users<br>● Encourage low maintenance planting and only in areas that are easily serviced and present no potential long term damage |

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| Objective | Actions |
|---|---|
| | ● Continued use of the GM Concise Pedestrian and Cycle Audit (COPECAT) to ensure specific needs of vulnerable users are taken into account during maintenance works<br>● Further promote the substitution of white lighting to reduce fear of crime in the community. |
| Improve accessibility across network | ● Within areas of social deprivation ensure that recognition is given to physical links to the wider community such as maintenance of bus routes, cycle routes and pedestrian links |

## Bridges and Structures Maintenance

| Objective | Actions |
|---|---|
| Safe network of bridges and structures | ● Comply with statutory obligations<br>● Complete bridge assessment programme<br>● Identify defects through routine inspection<br>● Implement strengthening works<br>● Pursue joint approach on Network Rail bridges<br>● Investigate joint approach to co-ordinated programme of bridge strengthening over phase 3 Metrolink track<br>● Investigate possible alternative funding sources of bridges and structures maintenance to supplement existing LTP resources such as council prudential borrowing and development contribution. |
| Ensure accessibility on all LA owned bridges and structures | ● Maintain maximum roadspace during works<br>● Integrate works with other highways schemes<br>● Carry out forward planning of works to minimise periods of traffic management and user delay<br>● Carry out risk assessment of bridges to identify effects of closure against chances of bridge failure |
| Ensure network reliability | ● Provide information to stakeholders (i.e. public transport/freight operators) about planned programmes of works |

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| Objective | Actions |
|---|---|
| | ● Provide information to stakeholders about planned weight restrictions<br>● Remove diversions/lift restrictions/end closures as soon as possible after completion of works |
| Improve integrity of network | ● Set up mechanism for inter-authority liaison on maintenance works on strategic routes and PRN<br>● Manage maintenance programmes to ensure co-ordination of different projects on the network<br>● Establish common standards to parts of network with a strategic role (e.g. PRN, QBCs, strategic cycle network etc)<br>● Develop sub strategy for highway slopes and embankments |
| Maximise value to the community | ● Incorporate cycle facilities (in appropriate locations) as part of standard maintenance practice where there is a new bridge or upgrade in order to have improvement.<br>● Make improvements to pedestrian environment on improved bridges<br>● Upgrade street lighting alongside bridges and structure as part of maintenance project<br>● Install noise reducing surfaces in noise sensitive locations<br>● Adopt environmental best practice, including on-site recycling and use of recycled materials, minimising transfer to landfill (and then only using licensed sites), sourcing materials locally where possible. |

## Public Transport

| Objective | Actions |
|---|---|
| Safe and comfortable waiting environment | ● Implement regular planned preventative maintenance<br>● Maintain bus stations according to 5 year programme<br>● Clean and maintain bus shelters, retaining or enhancing existing levels of passenger comfort, (unless special a locations circumstances require certain facilities to be removed)<br>● Adopt higher maintenance standards for QBC stops<br>● Pursue partnerships between PTE, LAs and Police to reduce vandalism |
| Private sector operators maintain a safe, efficient and reliable public transport network | ● Ensure subsidised services operate according to contract |

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| Objective | Actions |
|---|---|
| | ● Agree maintenance obligations for QBC operators<br>● Lobby Network Rail and Metrolink to ensure system is maintained to high standard<br>● Apply SQUIRE monitoring regime at rail stations<br>● Apply Metqual quality standards at Metrolink stops and to tram network<br>● Keep quality standards under review to reflect industry improvements and changing user expectations |
| Maintain road network for efficient and comfortable operation of bus services | ● Undertake off-peak maintenance in appropriate circumstances<br>● Minimise disruption on QBC network<br>● Inform operators of potential disruption to services<br>● Maintain route availability<br>● Adopt higher and consistent standards of maintenance on QBC network, including surface ride quality, signs and lines, surface colour and passenger information<br>● Undertake regular and frequent inspections of QBC<br>● Adopt rapid response to UTC failures on QBC and at junctions with bus priority |

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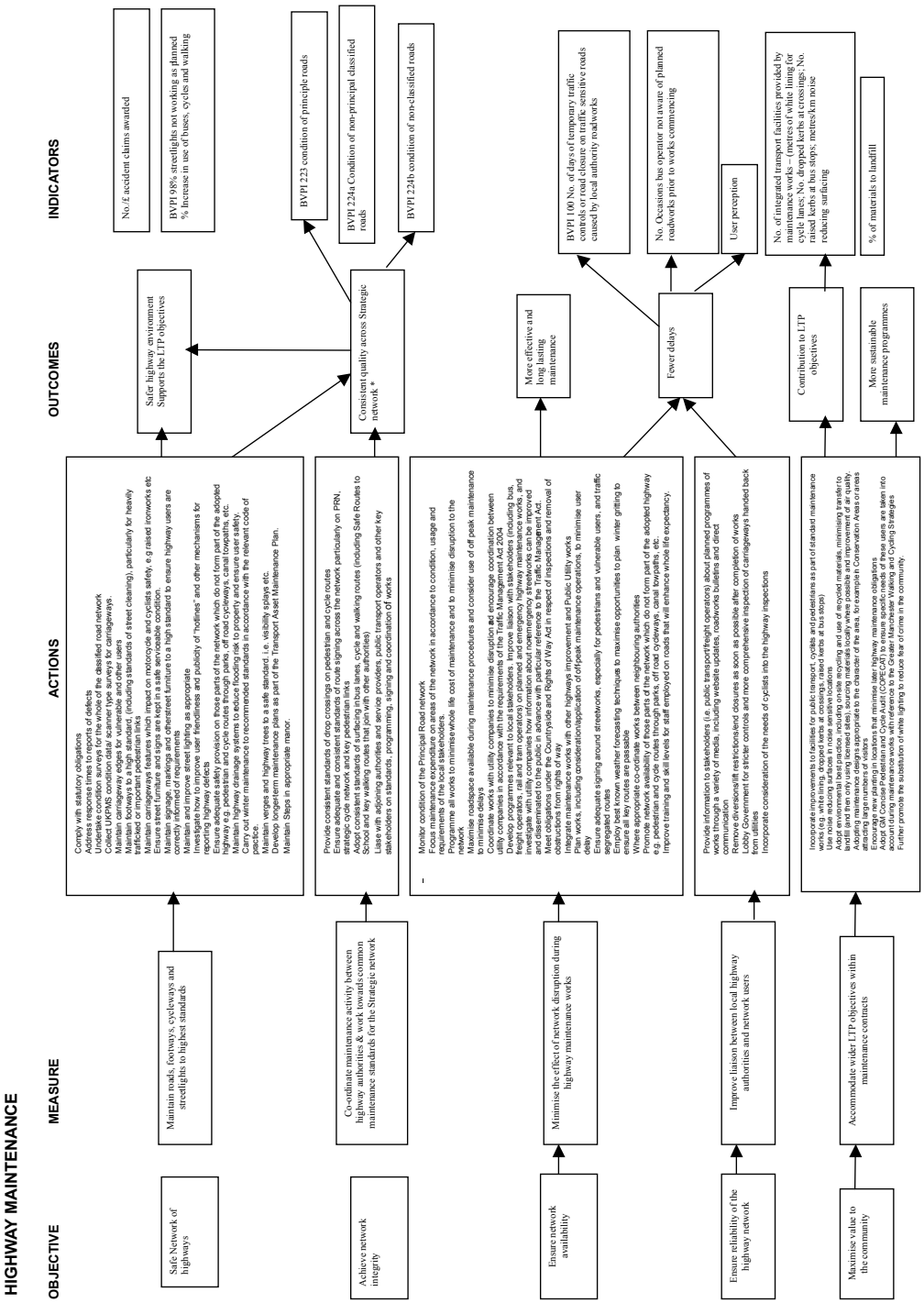
## 7.9 Appendix 1: Causal chain diagrams



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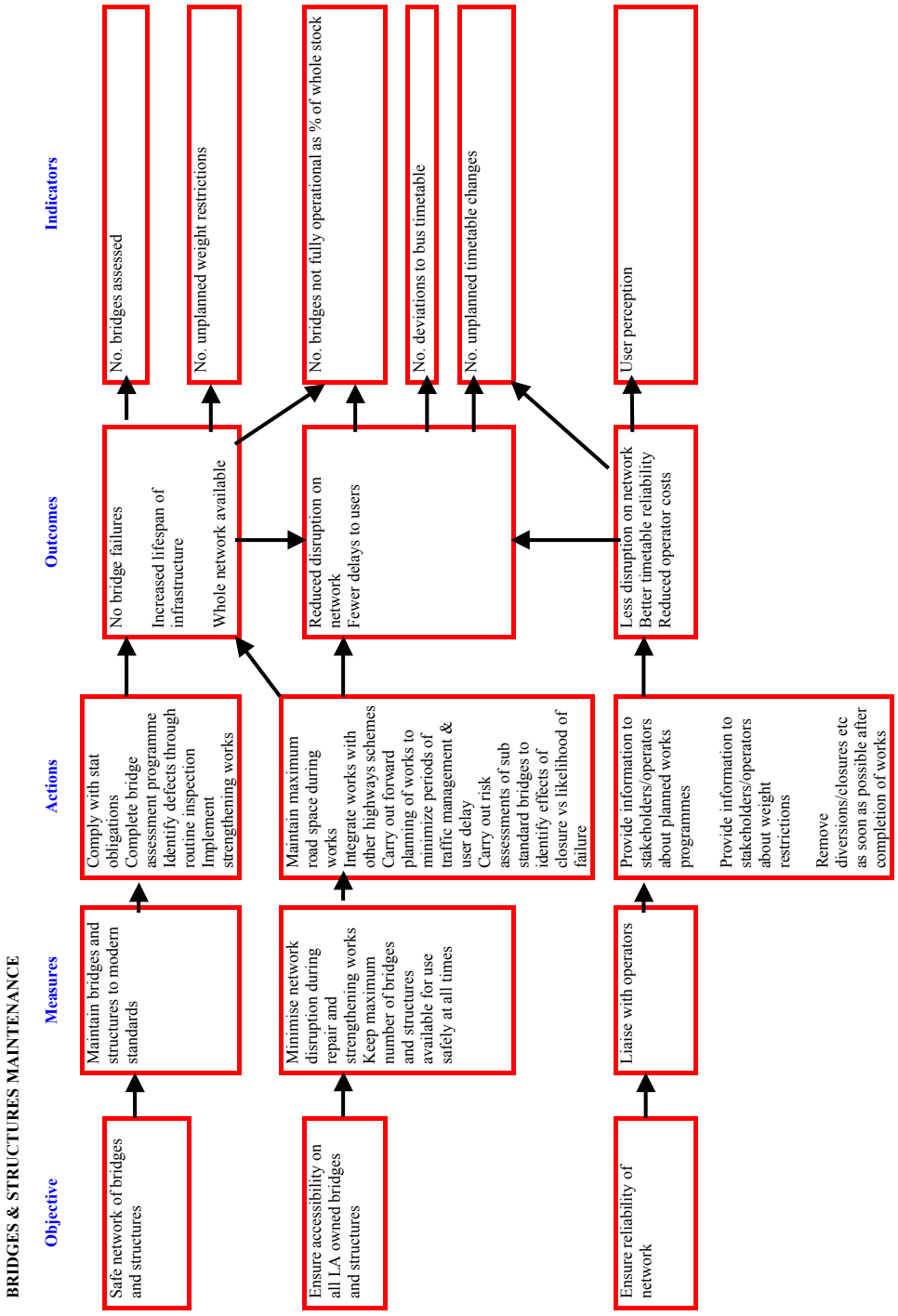

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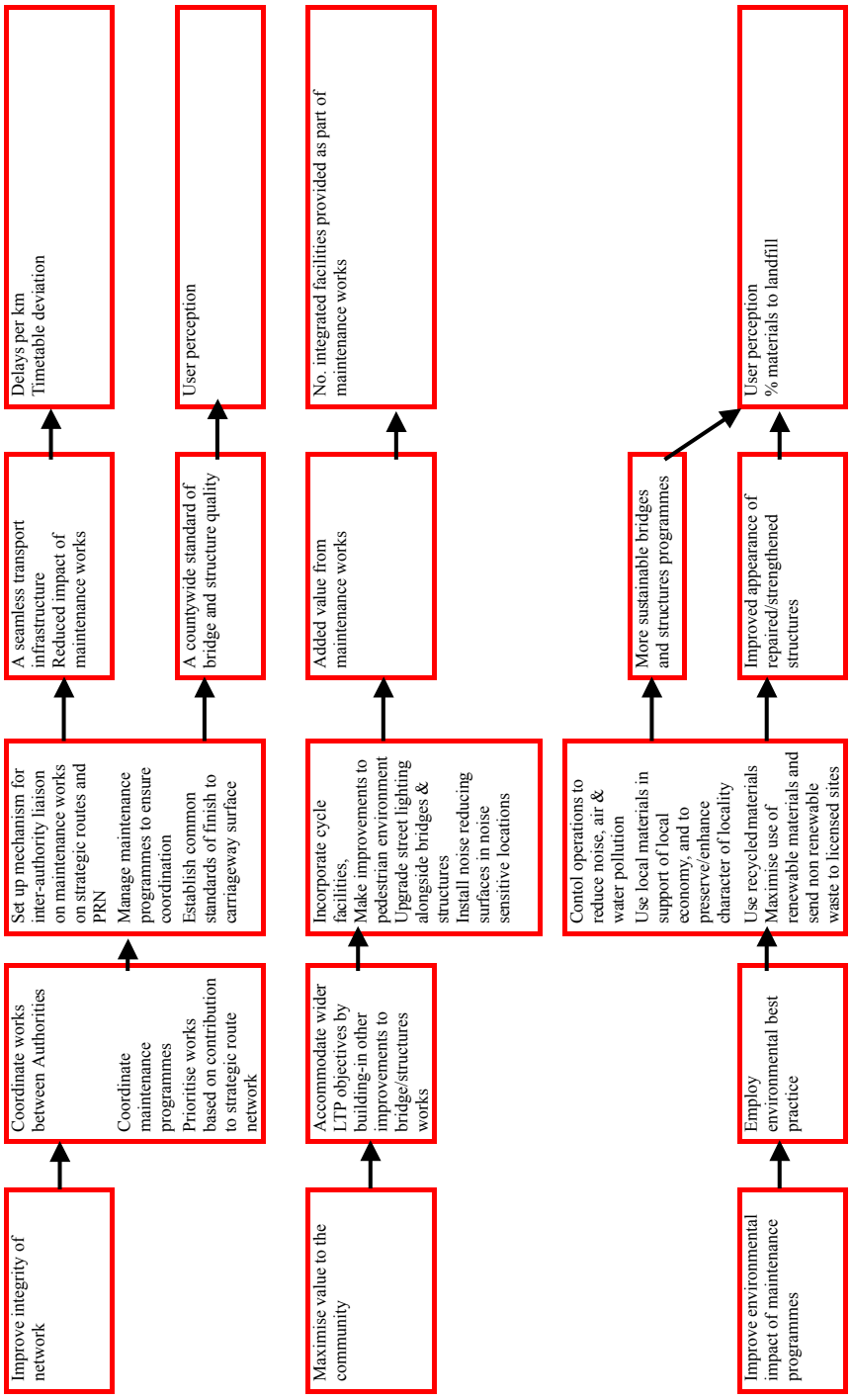
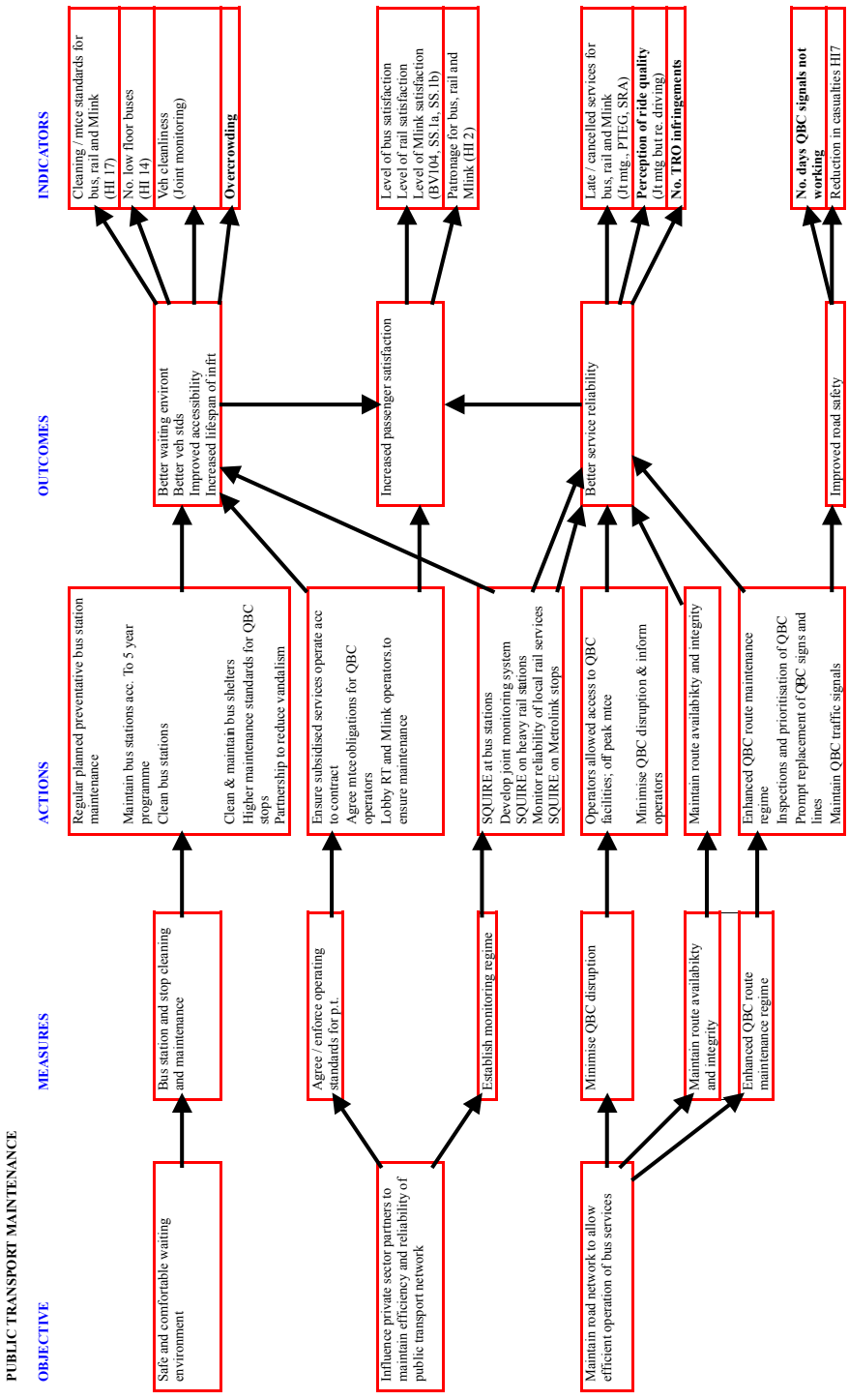


# 7 Draft Greater Manchester Maintenance Strategy



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## 7.10 Appendix 2: Principal Road Maintenance Prioritising Matrix

### Appendix 2

### Principal road maintenance prioritising matrix

| Factor | | Scoring system |
|---|---|---|
| 1) | Location | Primary routes<br>Strategic routes<br>Principal roads |
| 2) | Structural repairs programme | Incorporates a highway structure within the five year programme of identified needs |
| 3) | Bus routes | Within a Quality Bus Corridor<br>On a frequent bus route<br>On an infrequent bus route |
| 4) | Freight route | On a designated freight route<br>On an abnormal load route |
| 5) | Traffic flows | Over 2.0 “million standard axles” per year<br>Between 1.0 and 2.0 “msa” per year<br>Between 0.5 and 1.0 “msa” per year<br>Between 0 and 0.5 “msa” per year |
| 6) | Local Transport Plan aims | Cycle lane provision<br>Noise reducing surfacing<br>Significant re-use of materials<br>Traffic Management measures<br>Associated footway works<br>(i.e. up to a maximum of 10 points) |
| 7) | Riding Quality | Poor<br>Satisfactory<br>Good<br>Excellent |
| 8) | Local Scheme Priority | High<br>Medium |

The full table can be found in “Capital Maintenance: The Greater Manchester Approach – Greater Manchester Local Transport Plan 2001/02 – 2005/06”

# 7 Draft Greater Manchester Maintenance Strategy

# Progress on Transport Asset Management Plan (TAMP) 8

## 8.1 Introduction

### 8.1.1 Progress on Transport Asset Management Plans (TAMPS) in Greater Manchester

In this document we provide a summary of progress towards the preparation of Transport Asset Management Plans (TAMPs) for the ten local highway authorities in Greater Manchester – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan. In addition, this document outlines progress made by four other public sector bodies with responsibility for the management of various transport assets, in the preparation of similar TAMPs. These bodies are Greater Manchester Passenger Transport Executive (GMPTE), Greater Manchester Transportation Unit (GMTU), Greater Manchester Urban Traffic Control (GMUTC) and Manchester Airport are provided.

Although each of these bodies will be preparing individual TAMPs, some common approaches have been identified where appropriate and these are outlined in the sections below. Principally, all of the TAMPs are being prepared using the guidance in the framework for Highway Asset Management published by the County Surveyors Society (CSS), and other relevant guidance as appropriate eg Guidance on Asset Valuation, the Codes of Practice for Highways Maintenance Management, Highways Structures etc.

Communication and co-ordination between districts have taken place through review meetings with representatives and regular meetings of the Greater Manchester Association of District Engineers (GMADE) sub-groups for Highways Asset Management, Structures, Street Lighting and Public Rights of Way. Some of these groups have been involved in developing common methodologies or templates (such as for asset valuation, as described below) and communicating best practice. The GMADE Highways Asset Management Group has also identified a number of stakeholders across Greater Manchester to assist in determining service levels.

### 8.1.2 Goals, Objectives and Policies

The Greater Manchester Maintenance Strategy (Annex A1-7) and Action Plan outline the principal maintenance strategy for the ten districts. Whilst the individual authorities maintenance strategies deal with each districts particular problems and the BVPI identify Central Government aims.

The TAMP will highlight the requirement of both LTP policies and local corporate policies and strategies, and the resources needed to achieve these aims. In addition, the plan will identify the optimum allocation of resources for management, operation, preservation and enhancement of the highway infrastructure not just to meet the needs of current customers but also future customers. Whole life or life cycle costing being addressed to identify and try to prevent a high burden of maintenance costs is not passed onto future generations.

The plan is a tool to assist the decision making process, particularly as is likely the funding levels will be inadequate to meet all aspirations.

# 8 Progress on Transport Asset Management Plan (TAMP)

The optimum level of reactive preventative and planned structural maintenance carriageway resurfacing being assessed based on the aspirations available funding, and to limit the future maintenance requirements.

The TAMP is acting as a driver for the Greater Manchester Authorities to undertake a review of their maintenance policies and practice, and to update the policy in the light of the new Codes of Practice for highways maintenance, maintenance, street lighting maintenance and highway structure maintenance.

### 8.1.3 Achieving Best Value

All authorities have made considerable progress throughout the LTP1 period in reviewing the existing maintenance policies and practice and further development of policies is ongoing.

A significant development arising from service Best Value Reviews has been the use of prudential borrowing to fund term programmes, incorporating whole life costing principles. In both Manchester and Stockport, maintenance programmes for footways has been developed based on spend to save initiatives where increased funding is provided for maintenance in order to reduce the insurance claims for trips etc. However, there are significant implications in becoming too reliant on capital fund authorisation as these loans have to be repaid over many years from revenue allocations.

A number of differing innovative approaches for funding and procurement of services have been implemented, throughout the 10 districts.

The implementation of these approaches has been based on the current condition of the asset and availability of resources, staff and finance, now and in the future for the particular authority. A one “size fits all” approach would not be likely to produce Best Value for most authorities.

Some examples:

- PFI for street lighting in Manchester: Manchester have entered into a contract with Amey Highways Lighting (Manchester) Ltd to provide all reactive and planned management of the Manchester’s street lighting stock. This contract contains detailed service levels information in line with the council’s priorities for street lighting and key elements of forward programming and whole life costing.
- Urban Vision Partnership in Salford: This is an overarching strategic partnership for the delivery of physical infrastructure and environmental improvements in Salford City, covering planning, regeneration and engineering consultancy, highway design and asset management services. The partnership was formed in 2005 between Salford City Council, Capita Symonds and Morrison plc. Capita Symonds are playing a key role in developing the TAMP.
- Street Scene Strategic Alliance in Stockport. This constitutes a series of partnership contracts with specialist contractors, and also includes arrangements for Stockport Direct Services. A managing agent team has been formed which reports to the Transportation and Planning Department and the Streetscene Alliance Board. The aim of the partnership is to draw on expertise from the private sector, particularly in planning and risk management functions, to deliver effective highway management in line with the council’s priorities, and

# Progress on Transport Asset Management Plan (TAMP) 8

to meet or exceed challenging Best Value and local targets. Critically the Alliance enables the optimisation of resources from both public and private sectors.

- In Rochdale there are proposals to develop a strategic partnership with existing maintenance contract partners.
- Trafford has adopted a project management approach co-ordinating specialist partnered contractors to reduce the added costs associated with sub-contracting by main contractors and to ensure the most competitive rates for all aspects of the work. The partnering contracts awarded by selected tendering ensures value for money, good quality is achieved and contract claims are minimal, and maintains continuity of service

## 8.1.4 Key Challenges

***Development of Asset Registers (Inventory and Condition)***

Through the development of TAMPs a need has been identified for a step change in the way information on transport assets is stored, updated, communicated and utilised by and between the highway maintenance, network management and the capital programming functions.

Considerable progress has been made in all the Greater Manchester transport bodies towards the establishment and consolidation of comprehensive inventories of assets and their condition, and procedures to ensure that they are maintained continuously to accurate standards. However further work is still required over 2006/07 and beyond to gather asset information on areas that have been little considered, particularly non-highway authority transport assets. Again, work towards developing service levels will identify local requirements for condition data to supplement statutory requirements (such as BVPIs). The GMADE sub-groups have also been discussing how efficiencies can be achieved through consortium approaches to data gathering.

Many authorities are adapting asset data software with GIS mapping interfaces that will enable asset information to be shared between relevant service areas (particularly in relation to duties inferred through the NRSWA and Traffic Management Act), generate condition and performance related indicators and process whole life costing information to produce optimised works programmes.

***Asset Valuation***

The GMADE Highway Engineers group have progressed with developing Greater Manchester footway and carriageway construction unit rates. This is concurrent with individual authorities consolidating asset component information, in order to produce Gross Replacement Costs for the carriageway and footway networks. Approaches to interim valuations have differed across authorities largely dependent on the nature of the asset inventory information available for the exercise.

Further work is required to develop unit rates for other asset groups, and this will be achieved through co-ordination by GMADE sub-groups for structures, street lighting and public rights of way. For structures it will be necessary to produce interim unit rates based on deck area to avoid conflicting with the priorities outlined in milestones 1 and 2 in the new Code of Practice.

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## 8.1.5 Development of Interim Plans

Although many of the GM bodies have already developed some sophisticated asset management practices for their transport infrastructure, this is the first time a comprehensive plan has been developed. The TAMPs should provide a framework for continuous improvement in asset management. It will inform our maintenance forward plans as well as outlining actions to improve management procedures, including the management and further development of asset information systems. These improvements will feedback into the further refinement of the TAMP itself and as such will be a "living document" modified each year to reflect refinements and new policies.

Work undertaken to date represents a first level of gap analysis to identify key actions required to develop the final TAMPs in 2007. It is therefore anticipated that by March 2006 interim TAMPs will have been prepared to the extent that they provide a framework for their further development, with an improvement plan to address identified performance gaps. The plans will also need to be developed in the context of funding expectations for the LTP2 period. Much of the work undertaken by authorities has been in relation to carriageway, footway and street lighting assets, with the intention that this will be rolled out to other asset groups over 2006/07.

With highways structures the progress in implementing the CSS Framework will be largely affected by the body of work outlined in the 3 Milestones contained in the new Code of Practice. Although this work is complementary to the development of the structures asset management plan, the milestones impact on the timescales for undertaking various elements of the CSS Framework, with a focus in Milestone 1 on ensuring safety operations regimes are in place.

Below are tabular summaries of progress towards individual organisations' TAMP development.

# Progress on Transport Asset Management Plan (TAMP)
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## 8.2 Progress Summaries

### 8.2.1 Bolton Metropolitan Borough Council

| Element | Progress | Planned actions |
|---|---|---|
| **2.1 Overall progress** | TAMP working group established<br><br>Work started on a Highways Asset Management Plan.<br><br>Structures Action Plan developed<br><br>Rights of Way section have begun consultation on service levels to feed into both TAMP and ROWIP | |
| **2.1 Inventory** | Full data review undertaken<br><br>Comprehensive inventories with high confidence levels for carriageways, footways (95% confidence) and Public Rights of Way (100%), structures (85%) and street lighting (100%).<br><br>No detailed inventories for street furniture, drainage, highway trees or road markings | The justification for extending current databases will be considered as part of the asset management process and will be based on practicality and financial benefit.<br><br>Type and lengths of surfaced PRoW<br><br>Align data systems with new Authority standard system (map based) |
| **2.2 Condition** | BVPIs for Carriageways, Footways and PRoW<br><br>Carriageways:<br><br>MARCHpms CVIs for Principal, B, C and Unclassified (100% confidence)<br>Safety inspection inventory (100%)<br><br>Principal Road deflectograph (100%)<br><br>SCRIM surveys of Principal (2001, 2002, 2004) and class B (2003) (100%)<br><br>Footways:<br><br>DVIs for class 1, 1a and 2 (100%)<br><br>Structures:<br><br>Principal and general inspections (100%)<br><br>BCI (90%) | The needs and justification for extending current databases will be considered as part of the asset management process and will be based on practicality and financial benefit.<br><br>Align data systems with new Authority standard system (map based) |
| **2.3 Levels of Service** | Review of policies in relation to CoP for Highways Maintenance Management underway | Compare current policies, standards, frequencies with CoP, minimum duties under Highways Act and Bolton Plan<br><br>Determine new policy requirements where deviating from CoP |

# 8 Progress on Transport Asset Management Plan (TAMP)

| Element | Progress | Planned actions |
|---|---|---|
| | | Consultation on service levels |
| **2.4 Asset Valuation** | Highways: Developed common Greater Manchester unit rates for carriageway and footway replacement.<br><br>Analysis of consecutive years' CVI condition survey/BVPI results to determine possible rates of deterioration and projected future needs | Contribute to development of common unit rates for structures (modern equivalent asset costs)<br><br>Historical costs for special structures<br><br>Street lighting<br><br>PRoW |
| **2.4 Asset Valuation (cont'd)** | | Considering the use of GMADE '1-9' condition survey method to determine costs of raising highway condition to desired standard (depreciation charge) |
| **2.5 Lifecycle Planning** | | Research new computer systems for prioritising work using condition data and service level inputs |

# Progress on Transport Asset Management Plan (TAMP) 8

## 8.2.2 Bury Metropolitan Borough Council

| Element | Progress | Planned actions |
|---|---|---|
| **3.1 Overall Progress** | ● TAMP working group established<br>● Work started on a Highways Asset Management Plan and outline document produced.<br>● Gap analysis and valuation being undertaken | Draft plan to be approved and published by Mid 2006 |
| **3.1 Inventory** | Carriageways and Footways:<br><br>Polygon network inventory in UKPMS (90% complete)<br><br>Full detailed Highway Inventory collection being undertaken on sample area of the Borough linked to GIS to facilitate valuation.<br><br>Private street have been identified and prioritised for making up and adoption<br><br>Structures<br><br>Full bridge inventory<br><br>Inventory of smaller structures part complete<br><br>RAMOS bridge records system is being updated with links to other databases<br><br>Street Lighting<br><br>Inventory complete although system is inappropriate for efficient service delivery<br><br>Illuminated signs<br><br>In house data base<br><br>Partial inventories of drainage, gullies, road markings and safety fencing<br><br>Incomplete paper based records for car parking<br><br>PRoW Definitive Map complete and on GIS | To extend the detailed Highway inventory collection across the Borough.<br><br>Further development of map based systems.<br><br>Complete digitisation of PMS network and gap analysis of incomplete data.<br><br>Implementation of new SBS system<br><br>Position data to be collected as part of Highway Attribute Inventory Survey and linked to GIS<br><br>Gather street lighting inventory information in line with CoP<br><br>Extend GIS database new surveys and assessments or renewals are carried out<br><br>Car park data to be collected as part of Highway Attribute Inventory Survey<br><br>Link Definitive Map to Highways GIS database |
| **3.2 Condition** | Carriageways:<br><br>MARCH-PMS in use | Roll out SCANNER, Deflectograph and SCRIM to other classifications over next few years |

# 8 Progress on Transport Asset Management Plan (TAMP)

| Element | Progress | Planned actions |
|---|---|---|
| | SCANNER surveys undertaken on Principal and B class roads<br><br>CVIs on 100% of network annually<br><br>DVIs on 10% of network annually<br><br>Safety inspection (100% in line with CoP)<br><br>Principal Road deflectograph<br><br>SCRIM surveys of Principal<br><br>Footways:<br><br>DVIs for class 1, and 2 (50% annually)<br><br>Structures:<br><br>Defects database complementing RAMOS system | Completion of BCIs |
| **3.3 Levels of Service** | Initial levels of service will be based on BVPI targets for April 2006. Gap analysis underway to determine current and desired service levels using value management. | Further work on service levels in relation to CoPs and corporate policies to be progressed |
| **3.4 Asset Valuation** | A 15% sample of the highway network (derived from the Highway Inventory Survey) will be used to produce a GRC with unit rates developed by GMADE sub-groups | Extend this across whole network as up dated inventory data becomes available. |
| **3.5 Lifecycle planning** | Lifecycle planning is being developed alongside levels of service to ensure sustainable and realistic targets which are achievable. | Gap analysis and lifecycle planning will be undertaken for each asset group by April 2006. Value Management system to be introduced to ensure that informed decisions are made. |
| **3.6 Forward Programme** | | Draft long term optimised works programme will be considered by April 2006 |
| **3.7 Financial Monitoring systems** | | Integrated financial system (AGRESSO) will be in operation by April 2006 |

# Progress on Transport Asset Management Plan (TAMP) 8

## 8.2.3 Manchester City Council

| Element | Progress | Planned actions |
|---|---|---|
| **4.1 Overall Progress** | Draft TAMP has been produced outlining work towards service level setting and gap analyses. This has been distributed via GMADE website.<br><br>Street Lighting PFI already specifies comprehensive Service Level Agreements and approaches to lifecycle management and options appraisal. | Two main work flows:<br><br>● Aims and objectives linking to strategies and policies, and gap analysis (eg with CoPs)<br>● Resource issues: auditing internal systems for Highways and PRoW |
| **4.2 Inventory** | Carriageways and Footways:<br><br>New PMS system is being installed<br><br>Opportunity arising from this to validate hierarchy categories and other inventory data<br><br>GIS database links to be developed<br><br>Structures:<br><br>Complete and comprehensive inventory<br><br>PRoW:<br><br>Review of Definitive Map complete<br><br>Currently addressing anomalies and securing Definitive Map Modification Orders | Installed by April 2006<br><br>Gap analysis of inventory requirements in line with CoP to be completed by March 2006<br><br>Street Lighting:<br><br>PFI Contract requires street lighting asset register to be 99% complete by 2006 |
| **4.3 Condition** | Carriageways and Footways: | Structures: |

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| Element | Progress | Planned actions |
|---|---|---|
| | In addition to BVPI data a 1-9 condition ranking system has been developed to assist with costing for forward works programming and production of DRC.<br><br>Map based condition data sets will enable better communication with stakeholders<br><br>PRoW:<br><br>Improvement in PRoW network measured through BVPI178 | ● Further work on BCIs in line with CoP |
| **4.4 Levels of Service** | Service levels for street lighting are already clearly defined in the PFI contract | Service levels for all asset groups to be defined by March 2006 |
| **4.5 Gap analysis** | | A gap analysis will be undertaken for bridges in line with milestones 1 and 2 of CoP by March 2006 |
| **4.6 Asset Valuation** | Work is underway to produce a sample GRC for the carriageway and footway network in 2 wards out a total of 32. | Lessons will be drawn from this for further refinement to produce a baseline DRC for the 2007 opening accounts |
| **4.7 Lifecycle planning** | Lifecycle planning is already established for street lighting. Life cycle models have been developed for bridge assets also. | This will be rolled out to other asset groups once gap analyses for other asset groups has been undertaken |
| **4.8 Forward programming** | Analysis is underway to clarify contributions of operational outputs to outcomes prioritised through corporate policy. This is a prerequisite to developing an integrated forward work programme for all asset groups. | |
| **4.9 Financial monitoring** | | Financial systems across the council are to be consolidated into a single procurement, ordering and accounting system which will contribute to further improvement of asset management practices.. |

# Progress on Transport Asset Management Plan (TAMP) 8

## 8.2.4 Oldham Metropolitan Borough Council

| Element | Progress | Planned actions |
|---|---|---|
| **5.1 Overall Progress** | Oldham are working in partnership with consultants to produce a draft plan | |
| **5.2 Inventory** | A full review and gap analysis is underway for asset inventories covering:<br><br>Highways<br><br>Structures<br><br>Street lighting<br><br>Drainage<br><br>Street furniture<br><br>Markings<br><br>Traffic calming | Further work to identify and appraise options for further data collection throughout 2006 |
| **5.3 Condition** | Review of asset condition data and gap analysis is underway | To be completed for March 2006 |
| **5.4 Levels of Service** | | Levels of service will be reviewed taking into consideration the following:<br><br>Level of funding available<br><br>Statutory obligations<br><br>Corporate and Service Plans<br><br>BVPIs and local KPIs<br><br>Customer expectations<br><br>Best Practice and CoPs<br><br>LTP and GM Maintenance Strategy |
| **5.5 Asset Valuation** | Work is underway to produce a sample valuation | To be completed by March 2006 |
| **5.6 Life cycle planning** | | Lifecycle planning will be undertaken for the sample of the network once condition and valuation has been completed. This will be reviewed in order to extend lifecycle planning across the rest of the network. |
| **5.7 Forward programming** | | Work towards developing a long term forward programme is yet to be determined and s dependant on funding expectations |

# 8 Progress on Transport Asset Management Plan (TAMP)

## 8.2.5 Rochdale Metropolitan Borough Council

| Element | Progress | Planned actions |
|---|---|---|
| **6.1 Overall progress** | Initial chapters outlining policy linkages with asset management have been produced. This forms the basis for further work on service level setting. | |
| **6.2 Inventory** | Carriageways:<br><br>Digitised network developed (Complete/95% reliability)<br><br>Footways<br><br>● Digitised network developed (Complete/75% reliability)<br><br>Structures<br><br>● Bridges inventory (Complete/95% reliability)<br>● Highway walls (Part complete/75% reliability)<br><br>Highway verges: Complete/99% reliability<br><br>Highway trees: Part complete/50% reliability<br><br>Street lighting: Full stock survey undertaken (Complete/95% reliability) | ● Data on wall lengths and height need to be gathered<br>● Highways verges to be linked to Highways GIS database<br><br>● Further street lighting inventory data to be gathered in line with CoP |
| **Element** | **Progress** | **Planned actions** |
| **6.2 Inventory (Cont'd)** | Lit signs: Complete/95% reliability<br><br>Unlit signs: Complete/95% reliability<br><br>Highway drainage: Average/50% reliability<br><br>Gullies: Plotted on Fastmap – Part complete/85% reliability<br><br>Land drains: Poor/5% reliability<br><br>Road markings (yellow): Part complete/85% reliability<br><br>Road markings (white): Poor/5% reliability<br><br>Safety fencing: Poor/5% reliability<br><br>Car parks (pay and display): Complete/100% reliability<br><br>Other car parks: Poor/5%<br><br>PRoW: Definitive map 60% reliability | ● GPS systems to be used to verify inventory and condition information for drainage and gullies<br><br>● Inventory information on land drains to be gathered as part of development of Flood Defence Policy<br><br>● Road markings and safety fencing to be included within Highway inspection regime<br><br>● Substantial amount of work to verify the accuracy of Definitive map |
| **6.3 Condition** | Carriageways:<br><br>UKPMS/MARCH system<br><br>Scanner surveys on classified roads (95% reliability) | ● Develop in house condition assessment for carriageways and footways<br><br>● Further development of BCI inspection regime to align with CoP |

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| Element | Progress | Planned actions |
|---|---|---|
| | CVI surveys on 25% of unclassified roads (95% reliability)<br><br>Footways<br><br>● UKPMS/MARCH system<br>● DVI survey on cat 1a and 2 footways (75% reliability)<br><br>Structures<br><br>● BMX system<br><br>Street lighting: MAYRISE system | ● Condition assessments for street lighting to be developed for forward works programme<br><br>● Condition surveys for lit and unlit signs to be carried out to identify future repair policy<br>● Condition assessments for car parks to be developed<br>● Condition assessments for PRoW to be developed |
| **6.4 Levels of Service** | | ● Intend to set service levels in line with CoPs, BVPIs and AGMA PIs, in consultation with stakeholders. |
| **6.5 Asset Valuation** | Rochdale have identified 1/6th sample of the highway network for which the indicative GMADE unit rates will be used.<br><br>To date there has been little progress with valuation of other asset groups. | The sample needs to be categorised into hierarchies prior to producing GRC.<br><br>This will be extended to other asset groups during 2006/07 |
| **6.6 Life cycle planning** | | Lifecycle planning will be undertaken for the above sample of the network for April 2006<br><br>This will be extended to other asset groups during 2006/07 |
| **6.7 Forward Programming** | | Optimisation and forward programming will piloted with the highway network and then rolled out to other groups as the above elements are undertaken. |

# 8 Progress on Transport Asset Management Plan (TAMP)

## 8.2.6 Salford City Council

| Element | Progress | Planned actions |
|---|---|---|
| **7.1 Overall Progress** | Venture partners Capita Symonds is producing a draft TAMP document. The document may take many years of refinement, and suggested that a standard milestone statement for Greater Manchester may assist in planning. | Completion of Transport Asset Management Plan , Individual Highway Asset Management Plans , together with Policy documents linked into Council Policies, Objectives and Pledges. |
| 7.2 Inventory | ● Highways: Various databases in Confirm and GGP GIS layers<br>● Highway verges and trees: a complete inventory is available<br>● Street lighting: Stock surveys are complete<br>● Structures: A comprehensive inventory of bridges and structures exist with Bridge Maintenance | ● These need to be consolidated and integrated into a single GIS based source.<br>● Tree Inventory to be done<br>● Further St Lighting information required<br>● Structures data needs to be transferred to GIS layer<br>● Traffic signs and road markings Inventory required |

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| Element | Progress | Planned actions |
|---|---|---|
| | ● Traffic signs and road markings: contained on a GIS layer. Illuminated signs have been surveyed<br>● PRoW: Surveys have been undertaken for the ROWIP<br>● Car Parks: Partial inventory. Contains size information for pay and display, but few details on free car parks | ● Definitive Map to be updated in the light of these surveys as well as ROW claims. ROWIP 10 year programme of works drafted.<br>● Further work to gather inventory data on other pedestrian routes that are not on either the adopted network or the Definitive Map. |
| 7.3 Condition | ● Highway surveys in line with BV reporting requirements<br>● BCI production is on-going | |
| 7.4 Levels of Service | ● Service levels have been drafted through a review of current practice in relation to the new CoPs. | ● Formal agreement and Council approval required |
| 7.5 Asset Valuation | ● Work underway to produce a sample GRC for the highway network. Other work on-going to gather component information as a basis for other asset group valuation | |
| 7.6 Lifecycle planning | ● Whole costing has been introduced to planning for highways maintenance, and has contributed to the development of a 15 year carriageway resurfacing programme, and proposed 15 year programmes for footways, signs, bridges, street furniture, drainage and safety fences | ● Gap analysis and life cycle planning will be undertaken for each asset group. |
| 7.7 Forward Programming | ● 15 year carriageway resurfacing programme proposed for classified network.<br>● ROWIP 10 year programme has been drafted | ● further development of draft programmes for street lighting, bridges, car parks, street furniture and signing. |

# 8 Progress on Transport Asset Management Plan (TAMP)

## 8.2.7 Stockport Metropolitan Borough Council

| Element | Progress | Planned actions |
|---|---|---|
| **8.1 Overall Progress** | Work to date represents a first stage of gap analysis to identify prerequisite data and software systems for the development of the final TAMP document in March 2007. A report is being prepared to identify the key actions and resources required over 2006/07 to achieve this, which will also be outlined in the draft TAMP for March 2006. | |
| **8.2 Inventory** | Carriageways and Footways:<br>● Currently confidence level is *medium* although this will improve with verification against other databases contained in GIS (particularly Street Gazeteer)<br>● Cycleways: No data<br>● BVPI 187 network has been reviewed in line with footway categories 1&2<br>● Pilot survey work to determine local access footway categories 3&4 (including adopted and unadopted footpaths and alleyways, housing paths and unrecorded RoWs in parks) underway<br>● Traffic Islands: *Medium confidence level*<br>● Safety barriers: *Low confidence level*<br>● Kerbs: *Low confidence level*<br>● Surface water drains, sewers, inspection chambers, ditches, filter drains, culverts: *Confidence level 'none'*<br>● Gullies: Medium, but no exact locations<br>● White road markings and studs: *Confidence level 'none*<br>● Yellow road markings and TRO signs contained on database with Traffic Services<br>● Verges: *Medium confidence level*<br>● Trees: *High confidence level*<br>Street Lighting<br>● Locations: *High Confidence level*<br>Structures:<br>● GIS database<br>● *Medium Confidence level*<br>● *Medium confidence level* for structures in parks and open space<br>PRoW: *Medium Confidence level*<br>Car Parks and associated infrastructure:<br>● *Medium Confidence level*<br>● Detailed survey of disabled parking provision undertaken | ● Work required to consolidate GIS polygon maps (Adopted Street Register) and Street Gazeteer with data on Confirm and Exor UKPMS system (containing only length information).<br>● Strategic cycle network is being drafted<br>● Survey and criteria developed to determine footway categories will be rolled out to other areas of the borough<br>● Investigate use of trackers (used on gritting lorries) on gully cleansing machines to obtain precise locations<br>● To be integrated with Confirm/Mapinfo database<br>● Further development is underway before general usage of database<br>● Additional structures inventory work outlined in CoP milestones 1&2 |
| **8.3 Condition** | Carriageways: | ● Need to establish C-way and F-way condition data requirements for lifecycle planning and depreciation calculation. |

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| Element | Progress | Planned actions |
|---|---|---|
| | ● SCANNER (PRN and B class) and CVI surveys undertaken for BV reporting<br>● CVIs undertaken to inform 3 year structural maintenance programme<br><br>Footways: | ● Pilot use of GPS handhelds to gather data on column condition for painting programme<br><br>● Work on-going to develop condition database |

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| Element | Progress | Planned actions |
|---|---|---|
| | ● DVIs on Category 1&2 footways for BV187<br><br>Structures:<br><br>● 1st round of BCIs complete<br>● Retaining walls assessments 70% complete<br>● *Medium Confidence level*<br><br>Street Lighting:<br><br>High confidence in visual inspection and electrical testing<br><br>Car parks: *Low confidence level*<br><br>PRoW: BV178 inspections. Low confidence level for both surface condition and furniture – on account of low extent of database | ● Pilots to be undertaken on sample of PRN network to gather wall to wall street furniture data |
| **8.4 Levels of Service** | Comprehensive reviews of service levels are being undertaken in relation to the new CoPs. This enables the identification of new policy needs where local practice may deviate.<br><br>Structures review is complete<br><br>Service levels for cyclical and reactive maintenance for street lighting and illuminated signs and bollards being developed in new Street Lighting Policy | ● Recommendations for CoP adoption and any deviations to be submitted for approval in April 2006 |
| **8.5 Asset Valuation** | A draft GRC has been produced, although this has been based on some estimates of lengths of different construction types. As carriageway and footway inventory data has yet to be consolidated, a crude DRC is being produced for the entire network for March 2006, rather than a sample. | ● Interim valuation to be done for carriageways and footways and street lighting using GMADE unit rates. |
| **8.6 Lifecycle planning** | Lifecycle planning is underway for street lighting<br><br>Specifications are being developed for integration of data systems into GIS interface with other service information (such as road accident data). Crucially an appropriate interface needs to be developed between Exor PMS system and GIS mapping to be able to develop lifecycle plans.<br><br>Some whole life costing of some component parts of structures (such as abutments) is used. However, programming is on the basis of results of general and principal inspections. | ● Cross service Confirm data system to be developed in 2006/07 |
| **8.7 Forward Programming** | 3 year structural maintenance programme (updated annually) is under development<br><br>Structures operate a rolling 3-5 year programme of prioritised works. | ● Implications of indicative funding levels over LTP period need to be assessed<br>● Development of Confirm system is required to be able to undertake integrated long term programming |

# Progress on Transport Asset Management Plan (TAMP) 8

## 8.2.8 Tameside Metropolitan Borough Council

| Element | Progress | Planned actions |
|---|---|---|
| **9.1 Overall progress** | Tameside have worked in partnership with WS Atkins to undertake certain elements of the TAMP framework. A draft plan has been produced. | |
| **9.2 Inventory** | A comprehensive programme of inventory review, data collection and maintenance has been undertaken with the aim of ensuring compatibility with GIS displays.<br><br>Street lighting, signage and bollard data has been gathered and incorporated into the Symology system. This has been recognised by the DNO (United Utilities as a 'significant improvement made' over previous arrangements. This also enables officers and the public to access inventory information, which will improve response times in identifying and repairing faults.<br><br>Structures: The inventory is comprehensive and is to be incorporated into GIS<br><br>Gullies information has been compiled over a number of years from cleansing and repair operations. This enables the identification of locations with recurring problems.<br><br>TRO and traffic calming data is being compiled to go on GIS database<br><br>Road markings are based on estimate through road hierarchy associated specifications<br><br>Street furniture data has been drawn from various sources but needs verification | Long term planned data collection projects have been identified for inventory gaps (such as road construction information)<br><br>Further carriageway inventory data collection is required to determine construction types and surface finishes particularly on unclassified 4a and 4b roads. |
| **9.3 Condition** | Carriageway condition data is in line with requirements for CVI and Scanner surveys. Condition data is presented in Red, Amber & Green categories on TRUMAP display to assist in forward works programming and communication to public and members (via website). This has also been supplemented by the 1-9 scoring system developed by the GMADE sub-group. | |

# 8 Progress on Transport Asset Management Plan (TAMP)

| Element | Progress | Planned actions |
|---|---|---|
| | Highway culverts have also been given Red, Amber or Green condition categories for future work programme determination. | |
| **9.4 Levels of Service** | The Engineering Service have a series of Service Charters that are viewable on the website. Some new desired levels of service have been identified, and gap analyses of Street Lighting procedures undertaken. | These will be reviewed as part of the development of the TAMP. |
| **9.5 Asset Valuation** | Tameside originally sought to undertake a valuation of a sample of the carriageway network based on category 2 roads. It was subsequently decided that a 10% sample of all road hierarchy categories should be undertaken to ensure that principles and lessons learnt for the valuation of each hierarchy level could be fed into the final valuation of the whole network for 2007/08. A GRC has been produced for this sample. | Work on depreciation rates will be undertaken for March 2006 to produce an interim DRC. |
| **9.6 Lifecycle Planning** | Work on this has tied in with Service Charter reviews. For example, the Street Lighting Group are considering extending bulk change and lamp cleaning cycles from 3 to 4 years following the introduction of improved lamps and electronic ballasts. | |
| **9.7 Financial Management** | Simple depreciation rates have been used to predict future financial needs. These rates will be revised following work in line with the CSS/TAG Guidance on Highways Asset Valuation. | |

# Progress on Transport Asset Management Plan (TAMP) 8

## 8.2.9 Trafford Metropolitan Borough Council

| Element | Progress | Planned actions |
|---|---|---|
| **10.1 Overall Progress** | ● TAMP working group established<br>● Draft framework for the Asset Management Plan<br>● An interim report on the principles and structure of the TAMP has been communicated to members for approval and further progression. | |
| **10.2 Inventory** | ● For Carriageways and Footways the MARCH Inventory to be used<br>● Street lighting inventory: comprehensive<br>● Structures inventory: comprehensive<br>● For other asset groups the inventories are either incomplete or not available. However, reasonably accurate estimates can be made, and any assumptions will be documented. | ● Structures inventory data needs reformatting |
| **10.3 Condition** | ● The condition is defined by BVPI results and other surveys<br><br>**Carriageways**<br><br>● March UK PMS CVI's A, B, C and unclassified<br>● Scanner survey principal roads (A roads)<br>● Scanner survey classified none principle roads<br>● Deflectograph<br><br>**Footway**<br><br>● • DVI's on footways Class 1 and 2<br><br>**Structures**<br><br>● Principle and general inspectors | |
| **10.4 Levels of Service** | Levels of service are identified by targets for:<br><br>BVPI99<br>BVPI165<br>BVPI178<br>BVPI187<br>BVPI223<br>BVPI224a<br>BVPI224b | |

# 8 Progress on Transport Asset Management Plan (TAMP)

| Element | Progress | Planned actions |
|---|---|---|
| | As well as for cyclic operations and renewal periods for street furniture | |
| **10.5 Asset Valuation** | A report on valuation principles in line with the Guidance on Highway Infrastructure Asset Valuation has been submitted for comment to external auditors.<br><br>Highways have developed common Greater Manchester unit rates for carriageway and footway replacement. | Trafford will be using unit rates developed by GMADE groups for Highways and Structures |
| **10.6 Lifecycle planning** | Whole life costing has been applied to the highways network and lifecycle plans produced | It is unlikely that work on valuation and lifecycle planning for structures can be undertaken before March 2006 given the work outlined in CoP milestones. |

# Progress on Transport Asset Management Plan (TAMP) 8

## 8.2.10 Wigan Metropolitan Borough Council

| Element | Progress | Planned Actions |
|---|---|---|
| **11.1 Overall progress** | Wigan has established a working group to develop the TAMP and is working towards the production of a draft TAMP for March 2006 | |
| **11.2 Inventory** | Carriageways and Footways:<br><br>● Adopted street map with road lengths<br>● No. of gullies per street<br>● Resurfacing history<br>● No information on widths, lengths of footpaths, construction types<br><br>No data on position and details of highway drainage, culverts and non-illuminated bollards<br><br>Structures: | Continue discussions with GMADE Group to ensure uniform regional approach to levels of inventory<br><br>To be completed by March 2006<br><br>Further work to record locations of non-illuminated traffic signs, bollards, road markings, pedestrian guard rails, crash barriers, milestones and historical finger post signs to be completed by May 2006<br><br>Other routes: |

# 8 Progress on Transport Asset Management Plan (TAMP)

| Element | Progress | Planned Actions |
|---|---|---|
| | ● Collection and collation of structures data is underway<br><br>Street Lighting<br><br>● Comprehensive GIS based data system has been completed in December 2005<br>● Linked to street gazetteer and incorporating work ticketing package<br><br>Traffic signs and Road Markings<br><br>● Waiting restrictions and associated signage contained in ParkMap system. PRN signs are on MapInfo system<br><br>Highway Verges and Trees<br><br>● Wigan Council Leisure and Culture Trust has a full inventory of highway verges. Trees are maintained as and when necessary<br><br>PRoW:<br><br>● Defintive Maps completed<br>● Some routes in the former County Borough have not been surveyed and mapped but should be completed during 2006<br>● Information on status of footpaths and structures available<br><br>Collation of footpath signage details nearing completion<br><br>Car Parks<br><br>● Locations are recorded, although there is insufficient data for strategic management | ● Currently addressing data requirements for other routes (such as in parks, canal towpaths etc) |
| **11.3 Condition** | Spending is currently targeted at major asset groups, and very little information is kept on smaller asset groups.<br><br>Highways:<br><br>● PMS system has been linked with GIS to give map based representations of highway condition, collating analysis of SCANNER, CVI and SCRIM results<br>● DVI survey results for footways<br><br>Structures:<br><br>● Each structure inspected biannually, but not digitally recorded<br><br>Street lighting:<br><br>● Inspections and electrical testing data are maintained on digital system allowing accurate profiling of stock<br><br>PRoW<br><br>● Inspection regime in place | Review of asset condition data to be continued |

# Progress on Transport Asset Management Plan (TAMP) 8

| Element | Progress | Planned Actions |
|---|---|---|
| | Review of asset condition data underway | |
| **11.4 Levels of Service** | Wigan are looking at 4 threads of work in this respect:<br><br>Cognisance taken of legislative framework<br><br>Public consultation – what are the reasonable expectations of customer and Council?<br><br>Ensuring consistency with LTP, Best Value Performance Plan and other corporate strategies<br><br>Adoption of Codes of Practice | To be reviewed as part of the development of the TAMP |
| **11.5 Asset Valuation** | Gross replacement costs for street lighting have been established<br><br>Agreed carriageway replacement costs through GMADE Group<br><br>Agreement of rates for footway replacement costs imminent. | Discounted asset value for street lighting to be determined<br><br>An interim valuation of a sample of all assets is due for completion in March 2006 |
| **11.6 Lifecycle planning** | Lifecycle planning has been developed for street lighting and illuminated signs. | Lifecycle plans for other asset groups to be considered as part of the development of the TAMP |
| **11.7 Forward Planning** | Initial approaches to risk management and cost-benefit analyses will be largely qualitative. | ● Further work to develop value management and quantitative approaches.<br>● Intend to look at 10 year time horizon for forward plan |

# 8 Progress on Transport Asset Management Plan (TAMP)

## 8.2.11 Manchester Airport

| Element | Progress | Action Points |
|---|---|---|
| **12.1 Overall Progress** | Manchester Airport are nearing the completion of their TAMP for March 2006. The airport has regular liaison and consultation with some Greater Manchester Authorities. | |
| **12.2 Inventory and condition data** | All assets within the airport are covered by the Airport's Planned Maintenance System (PMS), and each individual asset has a unique identity on the system. The assets are in 2 categories<br><br>*Landside*:<br><br>Roads:<br><br>With the exception of some key approach roads, all roads are under the Airports ownership and inventory system.<br><br>Structures: Inspected on a 5 yearly basis by Airport and Manchester City Council<br><br>Car Parks: Managed by Terminals Engineering<br><br>Cycle routes: Managed by Terminals Engineering<br><br>Hard landscaping: Managed on a reactive basis.<br><br>Soft Landscaping: managed on planned preventative basis<br><br>Street Lighting and traffic signs: maintained by Airfield Systems<br><br>Concourse and Mezzanine leading to Rail Station: Maintenance is out-sourced to Mowlem.<br><br>Airside<br><br>Runways<br><br>Stands<br><br>Runways and taxiway network is managed by Airfield Maintenance. These are subject to constant inspection. | |
| **12.3 Levels of service** | The Ground Transport Strategy, draft development strategy and Environment Plan all detail policy and targets up to 2015. Service levels also take into account projected increases in passenger numbers, with a forecasted doubling of usage of public transport to access the airport. | |
| **12.4 Asset Valuation** | | ● Planned Maintenance System contains detailed inventory and condition information with which to produce a valuation |

# Progress on Transport Asset Management Plan (TAMP) 8

## 8.2.12 Greater Manchester Transportation Unit

| Element | Progress | Action Points |
|---|---|---|
| **13.1 Overall Progress** | GMTU have a comprehensive inventory of Automatic Traffic Counting and Automatic Cycle Counting installations covering the following information:<br>● Sensors –these are usually sub-surface inductive loops one or two per lane, but may also be passive infra red (PIR) sensors (for some cycle monitoring) or radar<br>● Housing for the data logger –usually an aluminium cabinet at the back of footway, but can be a buried polycarbonate case for some cycle monitoring sites<br>● Power supply –can be from internal batteries, solar power or mains<br>● Remote monitoring facility –can be landline, radio package or GSM<br>● Sub-surface ducting carrying sensor connections, power supplies and telecommunication to the data logger Locational information<br>● Road Number (where applicable)<br>● Road or route name<br>● Local Authority Area<br>● Easting and Northing Ordnance Survey Grid Reference of the centre point of the detection zone<br>● GMTU site reference number<br>● Site Counting Type (traffic/cycles/volumetric/classifier/speed)<br>● Site detection type (loop/infra red/radar) | GMTU will be further progressing development of the TAMP post March 2006 |

# 8 Progress on Transport Asset Management Plan (TAMP)

## 8.2.13 Greater Manchester PTE

| Element | Progress | Planned actions |
|---|---|---|
| **14.1 Overall Progress** | GMPTE have drafted a TAMP for the property section, covering bus stations and minor infrastructure. The TAMP provides a key document to link LTP objectives and GMPTA policy, in particular the 2001 property maintenance policy, with maintenance programming. It will also outline sustainability objectives in the light of EU objectives. | |
| **14.2 Inventory** | GMPTE have a comprehensive central data system embedding an asset register covering all bus stations and minor operational property, and a planned and reactive maintenance system. | |
| **14.3 Condition** | Condition assessments are undertaken on a 5 yearly basis (20% of stock annually), and reviews are undertaken annually in the light of reactive maintenance information and capital works undertaken on the stock.<br><br>A schedule of priority categories (from 1-4) is used for prioritisation for planned and reactive maintenance. This will enable the identification of capital and revenue fund requirements. | |
| **14.4 Service levels** | Service levels have been set within the property maintenance policy. In addition links to LTP targets have been clarified. | |
| **14.5 Forward programming** | A forward plan identifies appropriate maintenance intervention levels according to the priority categories mentioned above, combining information on capital works programme. | |

## 8.2.14 Greater Manchester Urban Traffic Control

| Element | Progress | Planned actions |
|---|---|---|
| **15.1 Overall Progress** | UTC are producing an Asset Management Plan for its range of electrical and communications equipment for traffic control.<br><br>Key to this is the development of a data system, 'PREFECT' which will contain detailed fault information enabling the identification of fault rates for assets. This in turn will guide the identification of capital and revenue options for maintenance of the stock | Site inspections to cross-check accuracy of asset information should be completed by the end of 2005/06. |

# Progress on Right of Way Improvement Plans 9

## 9.1 Introduction

### Rights of Way Improvement Plans (ROWIPs) in Greater Manchester

Section 60 of the Countryside and Rights of Way Act (2000) requires Local Authorities to publish Public Rights of Way Improvement Plans (ROWIPs) by November 2007. Statutory guidance on the development of ROWIPs was produced by DEFRA in November 2002.

Each ROWIP will contain details of how the current rights of way network is likely to meet current and future needs, as well as a 10 year plan of future actions to improve the accessibility of the network with regards to different end user groups including pedestrians, cyclists, horse riders, people with disabilities and users of powered vehicles etc. The ROWIPS will also complement the developing Transport Asset Management Plans.

### Links to the GMLTP

Walking and cycling are recognised as key modes of transport for shorter distance journeys and the following objectives in the GMLTP reflect this:

- To support increased levels of activity in the Regional Centre, town and district centres and key employment areas; and to improve their environment, attractiveness and accessibility
- To minimise the environmental damage caused by transport, particularly in terms of air quality, thereby improving the quality of life and health of the population.
- To improve accessibility by ensuring that the county's transport system meets the needs of all sections of the community, promotes social inclusion and widens choice

Maintenance of the existing network is also a key issue and is reflected in the following objective:

- To maintain, improve and make best use of the existing transport infrastructure and to ensure that all schemes offer long term value for money

The ROWIPS can assist in tackling the Shared Priorities of the GMLTP and so help realise GMLTP objectives:

| **Through:** | **Resulting in:** |
|---|---|
| Encourage the use of non-motorised transportation by identifying network improvements that will increase the usability of the network for different trips. | Management and reduction of congestion<br><br>Improvement of air quality<br><br>Improved road safety |
| Better integration of the ROW network with the road system offers opportunity for segregated use where appropriate | Segregated uses and hence reduced conflict between modes |

# 9 Progress on Right of Way Improvement Plans

| Through: | Resulting in: |
|---|---|
| | Improved safety of all users |
| improvements to infrastructure to improve levels of accessibility to the ROW network. | Promotes inclusion |
| Improvements to the network to increase the facilities that are accessible through it improving opportunites for people with limited transport options. | Increased quality of life |

The GMLTP's Walking Strategy and Cycling Strategy also encourage walking/ cycling and the Rights of Way Improvement Plan will complement these strategies.

The Rights of Way network provides routes which are used both for recreational pursuits and utilitarian purposes eg walking/cycling routes to schools, work, local facilities and public transport. Since such improvements have already been identified and carried out as part of the first GMLTP. The development of ROWIPs will assist in the continuation of this process in GMLTP2.

The completed ROWIPs will also be viewed as an integral part of the LTP process, and measures contained within them will complement the priorities of the 2nd LTP.

This Annex contains the common policy principles for Greater Manchester Authorities for the development of their ROWIPs and which were agreed in November 2004 followed by progress reports from the individual authorities in Greater Manchester regarding the preparation of their ROWIPs.

## 9.2 Greater Manchester Local Transport Plan Policy Principles for Greater Manchester Authorities' Rights of Way Improvement Plans

The stages of preparation of a Rights of Way Improvement Plan (ROWIP) will involve:

**1. Establishment of guiding principles**

Integration of the ROWIP into the LTP will offer new opportunities to maximise the contribution of the Rights of Way (ROW) network to the delivery of transport and wider quality of life issues. The common policy principles for each Greater Manchester authority, were developed to assist them in drafting their subsequent programme of actions, which may then be eligible for LTP funding. There may also be additional required improvements to the network which are not relevant to transport priorities but support other local policies, and which may be funded from other sources. Further guiding principles may be required for this type of work.

**2. Assessment of ROW network and future needs**

# Progress on Right of Way Improvement Plans 9

This stage involves an assessment of the extent to which the ROW network meets the current and likely future needs of users; the condition of the network and Definitive Map and Statement, opportunities provided by ROW, and the accessibility of the network. It will be informed, amongst other things, by the LTP 'segment analysis' of local travel patterns and future demand.

## 3. Statement of Action

This will be based on the assessment, and will set out a 10-year plan of action for the management and improvement of the ROW network. This will, in practice, follow an indicative work programme included in the 2005 GMLTP.

### LTP Objectives for ROW improvements

It is proposed that the following guiding principles will guide the approach of all Greater Manchester authorities in improving the rights of way networks. The guiding principles will inform the future assessments of ROW networks and future needs and programmes. They have also provided guidance to Districts in drafting their LTP2 work programmes.

| | Objective for ROW improvements | Examples of practical implication for assessment and work programmes |
|---|---|---|
| 1 | To improve the accessibility, environment, attractiveness and safety of the regional centre, town and district centres and employment areas | Creation and improvement of pedestrian and cycle routes between town and district centres and local residential areas |
| 2 | To improve road and community safety | Lighting improvements along routes well used at night-time<br><br>Design of routes to minimise crime<br><br>Alleygating where this does not sever strategic routes |
| 3 | To minimise environmental damage caused by transport, thereby improving the quality of life and health of the population | Use of high quality, sympathetic and recycled materials where possible.<br><br>Maximise proportion of trips by 'active' modes (see also 4) |
| 4 | To increase the proportion of trips by non-car modes | Creation of pedestrian and cycle routes, particularly where there is a demand which results in short trips (for example to schools), or to public transport stops. |

# 9 Progress on Right of Way Improvement Plans

| | Objective for ROW improvements | Examples of practical implication for assessment and work programmes |
|---|---|---|
| | | Ensuring new development does not sever important routes of way and can be served by them |
| 5 | To improve accessibility by ensuring the ROW network meets the needs of all sections of the community and the rural economy, promotes social inclusion and widens choice | Making routes safe and accessible for people with mobility problems and vulnerable users |
| 6 | To improve links with the rest of the country | Ensuring ROW support the National Cycle Network and other long distance paths, and develop links to them, where this meets an identified travel need. |
| 7 | To maintain, improve and make best use of existing ROW, and ensure all schemes offer long-term value for money | Prioritise upgrading of existing ROW where these meet a locally identified travel need (for example in conjunction with a school or workplace travel plan) |
| 8 | To assist in improving health, the local economy and recreational opportunities | Links from residential areas to the countryside |

## 9.3 Rights of Way Improvement Plans in Greater Manchester - Progress Reports

### 9.3.1 Bolton Metropolitan Borough Council

#### Introduction

Bolton Metropolitan Borough Council is currently working towards the production of a Rights of Way Improvement Plan in accordance with the statutory obligations contained within Section 60 of the Countryside and Rights of Way Act 2000. The production of the plan is being progressed with regard to the guidance provided by DEFRA in 2002.

#### Aims and objectives

The draft objectives for Rights of Way Improvements, which were previously agreed upon by all the GMADE authorities, will act as steering principles in the production of our plan.

| | Objective for RoW Improvements | Examples of practical implication for assessment and work programmes |
|---|---|---|
| 1 | To improve the accessibility, environment, attractiveness and safety of the regional centre, town and district centres and employment areas | Creation and upgrading of pedestrian and cycle routes between town and district centres and local residential areas |
| 2 | To improve road and community safety | Lighting improvements along routes well used at night-time<br><br>Design of routes to minimise crime |
| 3 | To minimise environmental damage caused by transport, thereby improving the quality of life and health of the population | Use of high quality, sympathetic and recycled materials where possible.<br><br>Maximise proportion of trips by ‘active’ modes<br><br>(see also 4) |
| 4 | To increase the proportion of trips by non car modes | Creation of pedestrian and cycle routes, particularly where there is a demand in short trips (for example to schools), or to public transport stops. |

# Progress on Right of Way Improvement Plans 9

| | Objective for RoW Improvements | Examples of practical implication for assessment and work programmes |
|---|---|---|
| | | Ensuring new development does not sever important rights of way and can be served by them. |
| 5 | To improve accessibility by ensuring the RoW network meets the needs of all sections of the community and the rural economy, promotes social inclusion and widens choice | Making routes safe and accessible for disabled people and vulnerable users. |
| 6 | To improve links with the rest of the country | Ensuring RoW support the National Cycle Network and other long distance paths, and develop links to them, where this meets an identified travel need.<br><br>Review provision of bridleways and improve links to the wider strategic network |
| 7 | To maintain, improve and make best use of existing RoW, and ensure all schemes offer long term value for money | Review the existing Rights of Way network and propose enhancements where there is a locally identified (for example in conjunction with a school or workplace travel plan) |
| 8 | To assist in improving health, the local economy and recreational opportunities | Work in conjunction with outside bodies such as regional health authority to promote links from residential areas to the countryside. |

## Timescales

Procedures have been put in place which will enable us to produce the Plan by the target deadline of November 2007. It is anticipated that the Plan will be produced in advance of this date. The following timetable of activities has been identified.

| | |
|---|---|
| Preparation and information gathering | November 2005 |
| Assessment and analysis | Nov 2005 to April 2006 |
| Final evaluation and statement of action | April 2006 to July 2006 |
| Publication and consultation on the draft plan | July 2006 to Dec 2006 |
| Publication of the final plan | March 2007 |

## Current position

The scale of the responses we have had has led us to put the timescales of each of the above elements of the plan back by two months. We are still confident that the final plan will be published well in advance of the November 2007 deadline.

Following on from the success of the widespread consultation with the public of Bolton, we have consulted with a wide variety of groups who represent people with special requirements. 16 groups representing horse riders, cyclists, carriage drivers, walking groups etc have been consulted. Additionally 13 groups which represent people with sight/mobility or other physical ability problems have been consulted. We have received a good response from these groups and have taken the opportunity to discuss specific issues in more detail.

# 9 Progress on Right of Way Improvement Plans

Recent meetings with Officer's who attend the West Pennine Moors Access Group have resulted in the formulation of the West Pennine Moors Draft Bridleway Strategy, which it is envisaged will be incorporated into our plan. This has been sent to our Local Access Forum for consideration. Further documents relating to the consultation will also be sent in the near future.

## 9.3.2 Bury Metropolitan Borough Council

### Introduction

The authority is pursuing the publication of the Rights of Way Improvement Plan within the deadline set by the Countryside and Rights of Way Act 2000 of November 2007 and the guidelines issued by DEFRA in November 2002.

### Current position

Background assessments for the Plan have begun and a dedicated member of staff has been nominated to produce the document. Adjoining authorities have been incorporated in the process and the Local Access Forum and user groups are regularly briefed on progress. A Public Rights of Way Liaison Group, which meets on a quarterly basis, was established some time ago to advise the Authority on issues of concern.

### Goals and Objectives

The Plan will include details and outcomes of extensive consultation with the public and interested parties. In addition, we have begun a full survey of our network to establish a detailed database of its existing condition upon which improvements can be planned. The Authority is to undertake Inventory collection of the basic network infrastructure data, condition appraisal, and valuation to form goals, objectives and policies for the plan.

The completed Plan will contain asset valuation, a detailed programme of works including timetables and estimated costs together with proposals to extend the network to achieve the Councils local priorities. It will review and establish service level objectives, community ambitions and optimise plans to achieve the objectives by utilising the most cost-effective methods.

### Condition and Targets

Current PI results show that the Rights of Way Network is consistently improving. Local user groups have expressed their approval of the Authority's actions to date. Additional funding and schemes are to be designed to ensure that PI 178 reaches the top quartile by 2010 and thereafter maintained to that as a minimum standard. Target progress will be monitored regularly. Further investigation and redirected funding will be considered if step targets are not achieved.

### Conclusion

The authority recognises that the whole of the Rights of Way network, Definitive and Non Definitive, is both a significant part of the Borough's heritage and a major recreational resource that can be expanded and consolidated to meet today's leisure and health needs. It offers an opportunity for people to get away from highways shared with increasing volumes and speeds

of vehicular traffic and on some journeys can allow people to leave their motor vehicles at home and travel on foot or cycle. It is intended that Bury's Rights of Way Improvement Plan will maximise these opportunities for all sections of the community.

### 9.3.3 Manchester City Council

#### Introduction

Manchester City Council has begun the process of drawing up its Rights of Way Improvement Plan (RoWIP) based upon the DEFRA 'Rights of Way Improvement Plans Statutory Guidance to Local Highway Authorities in England' published in November 2002 and the CROW Act 2000.

The format and content of the report will be broadly in keeping with the DEFRA Statutory Guidance. It is intended that the report be presented in a clear, user-friendly format that is potentially convertible to web format.

The Manchester RoWIP will become an integral part of the transport plan for Manchester and will support Manchester City Council's corporate aims and objectives and will be informed by the objectives outlined in the Greater Manchester Local Transport Plan. The focus of the Manchester RoWIP will be on providing safe and desirable off-highway routes to allow the residents of Manchester to access local facilities.

#### Current Position

*Existing Network*

Manchester carries out a full annual survey of all its definitive Rights of Way for the purposes of establishing BVPI 178. The Indicator has improved year on year and it is envisaged that a figure in excess of 95% should be achievable by 2010 given modest amounts of capital investment. This will involve not only maintenance works but also updating of the Definitive Map.

Within the last two years the BVPI surveys have been extended to identify dangerous defects and the scope for general improvement of routes over and above the basic BVPI standard. It is proposed to supplement this information with a full accessibility audit to identify potential for upgrading routes to serve people with disabilities. When this is complete it will be possible to establish an action plan based on rational priorities.

*Manchester RoWIP - draft Stage One RoWIP*

Following approval at the April 2005 Local Access Forum (LAF), the draft 'Stage 1' RoWIP is now being used as the basis for the production of the full RoWIP by 2007.

The content of the 'Stage 1' RoWIP is viewed as a statement of intent, which sets the scene for the Manchester RoWIP. The Stage 1 document explains why Manchester needs a RoWIP; sets out the information currently available at a national and local level; and gives an indication of what the gaps in provision might be and the type of actions which could be taken to fill them.

# 9 Progress on Right of Way Improvement Plans

*Consultation exercise*

The first survey, which includes members of the Manchester Citizens Panel, regarding the development of the RoWIP in Manchester has been completed. The main outcome of this survey was to obtain an indication of the issues that concern the people of Manchester; thus allowing more detailed, informed local consultation at a later stage.

**WorkProgramme**

Work has now begun on the preparation of Stage 2 of the RoWIP. The ongoing programme of work includes:

- Formation of officer focus group to assist and inform the development process
- Consultation with owners and other groups e.g. adjacent authorities, LAF, user groups, disabled people, ward co-ordination groups and local residents groups
- Full survey of all the Rights of Way, permissive routes or desire lines, using criteria additional to that required by BVPI 178, including the AGMA COPECAT process
- Investigation into land ownership and responsibilities e.g. canal towpaths and river banks, access land
- Development of design standards for the improvement of footpaths and other features e.g. gates, signposts, including access for the disabled
- Identification of key destinations and key routes – both existing and aspirational
- Identification of area based pilot schemes
- Feasibility study to assess the most efficient method of updating the Definitive Map and converting it to a GIS based format.

On completing the assessment as above, the authority will be in a position to make an informed evaluation of the matters set out in S60 (2) of the CROW Act. This appraisal will form the basis of the Statement of Action. The assessment will as a minimum:

- Describe the existing and future needs of different classes of users and the accessibility to visually impaired or mobility impaired people
- Identify areas where provision for one or more class of user is deficient or likely to be deficient and at what scale
- Specify other shortcomings
- Detail small scale or 'quick-win' improvements which can be implemented at an early stage
- Outline, with budget costs, larger or more complex issues.

## 9.3.4 Oldham Metropolitan Borough Council

**Introduction**

The Authority is persuing the publication of the Rights of Way Improvement Plan within the statutory deadline set by the Countryside and Rights of Way Act 2000 of November 2007 and the guidance issued by DEFRA in November 2002.

# Progress on Right of Way Improvement Plans 9

## Current Position

A provisional timeline for Oldham MBC to meet the deadline for the publication of the plan is outlined in the table below.

| | |
|---|---|
| Timetable established for ROWIP | September 2005 |
| Assessment of network | Summer 2006 |
| Assessment of needs and demands | Summer 2006 |
| Assessment of adequacy of network to meet the needs | Summer 2006 |
| Preparation of Statement of Action | September 2006 |
| Consultation with bodies listed in CROW (Section 61) | November 2006 |
| Production of draft ROWIP | February 2007 |
| Consultation with the public | June 2007 |
| Publication of Final ROWIP | November 2007 |

A steering/workgroup is in place to implement the above timetable including officers from the following departments:-

- Strategic Planning (Planning Officer for PPG 17 open spaces/recreation)
- Countryside Service (Group Manager Parks and Open Spaces and Head of the Countryside Service)
- Traffic and Transportation (Section Manager and Rights of Way Officer)

Adjoining neighbouring authorities are to be part of the process, and the Local Access Forums will be kept informed of progress as statutory consultees on a regular basis.

## Goals and Objectives

The planning stage is firstly to consider the renaming of the document, which will become known as a “Countryside Access Plan”. The reason for this is to incorporate at an earlystage the many “permissive paths” on Council owned land in particular those on former landfill sites. From this it is anticipated the following four activities will be developed:

- filling the gaps
- better land management
- tidying up the definitive map
- a better countryside environment

These activities will be refined in response to the consultation feedback. Corresponding guiding principles have been provisionally established and are shown in Appendix 1 at the end of this statement.

# 9 Progress on Right of Way Improvement Plans

**Conditions and Targets**

Current performance indicator results for “ease of use” (BV 178) show that the rights of way network is in need of improvements to its signposting

As a result, financial commitments have been made within LTP2 for this task which is due to be completed by the end of 2006. All future initiatives/ schemes are to be designed to ensure that incremental improvements in performance are maintained. Other monitoring and reviews are to be considered to take better account of:

- higher rights usage (e.g. BOAT, RUPPS and Restricted Byways)
- accessibility for the less able
- definitive map work
- the quality of promoted routes

**Conclusion**

Oldham MBC recognises that the whole of the Rights of Way network including definitive and permissive routes is both a means of making essential journeys more conveniently and a recreational resource that can be improved to meet today’s leisure and health needs. It offers a choice for people to get away from highways shared with an increasing volume of vehicular traffic and on some journeys provides an opportunity for people to leave their cars and travel on foot or cycle.

**APPENDIX 1**

“Countryside access provision should be physically accessible to the widest possible range of people. Management and improvement of the existing Oldham rights of way network should aim to increase that accessibility, while new countryside access provision should generally be planned to avoid imposing restrictions. Where an existing path may not be fully accessible to those with limited mobility due to limits imposed by external constraints, such route limitations should be effectively communicated to users”.

“Countryside access provision should be safe for users. Where significant potential conflict with motor traffic or railways can be demonstrated, then measures to reduce risk will be considered. Where rights of way are subsumed within urban development, then planners will be encouraged to ensure that path design is open and unthreatening. Safety-critical path infrastructure will be regularly inspected”.

“New development should not damage countryside access provision, either directly or indirectly. New settlements should be integrated into the rights of way network and improved provision made for the increased population. Where appropriate, development should contribute to the provision of new links and/or improvement of the existing rights of way network”.

“Up to date, accurate, comprehensive and integrated access information should be made available to all users of countryside access provision”.

# Progress on Right of Way Improvement Plans 9

"Management and improvement of countryside access should consider the needs of land management, conservation, heritage and concern about rural crime".

"The Definitive Map and Statement should be an accurate, comprehensive, up-to-date and accessible record of the public rights of way network in Oldham. Proposals for legal changes to the network should be promptly resolved and cost-effective".

"The countryside access experience in Oldham should be straightforward, enjoyable and inspiring".

## 9.3.5 Rochdale Metropolitan Borough Council

### Introduction

The Council is pursuing the publication of the Rights of Way Improvement Plan (ROWIP) within the deadline of November 2007 set by the Countryside and Rights of Way Act 2000 and the guidelines issued by DEFRA in November 2002. The Borough has the largest network of PROW (556km) and the largest area of access land (721 hectares) in the county, including two national trails.

### Current position

Background assessments for the Plan are in progress and a dedicated member of staff has been specifically appointed to produce the document and to deal with CROW Act implementation. The Local Access Forum and the Local User Group have been briefed and are being consulted at key stages. The various Services within the Council have been consulted and their responses are currently being incorporated into the draft ROWIP.

### Goals and Objectives

The emerging Plan includes details and outcomes of consultation with the public and interested parties. Further more wide-ranging consultation is to take place as the plan is further developed. In addition a full survey of the rights of way network in Rochdale has been completed to establish a detailed database of its existing condition upon which improvements can be planned. The Authority has undertaken an Inventory collection of the basic network infrastructure data, condition appraisal, and valuation to form strategic goals, objectives and policies for the plan.

The completed Plan will contain:

- an asset management plan
- a detailed programme of works including timetables and estimated costs
- proposals to extend the network to achieve the Councils local priorities
- a review and establishment of service level objectives and community ambitions
- optimal plans to achieve the objectives, by utilising the most cost effective methods

# 9 Progress on Right of Way Improvement Plans

### Condition and Targets

Current Performance Indicator results for BVPI 178 show that the Rights of Way Network is consistently improving as shown in the table below.

| Financial Year | Pass rate |
|---|---|
| 2001/2 | 5% |
| 2002/3 | 12% |
| 2003/4 | 30% |
| 2004/5 | 42% |

Local user groups have expressed their support for the Council's endeavours to reduce the poor situation that existed in 2001/2.

Progress will be continuously reviewed and further remedial measures will be considered if step targets are not achieved

### Conclusion

The Council recognises that the whole of the Rights of Way network, Definitive and Non Definitive and Access Land, is both a significant part of the Borough's heritage and a major recreational resource that can be expanded and consolidated to meet today's leisure and health needs. It offers an opportunity for people to get away from highways shared with increasing volumes and speeds of vehicular traffic and on some journeys can allow people to leave their vehicles at home and travel on foot or cycle.

It is intended that Rochdale's Rights of Way Improvement Plan will maximise these opportunities for all sections of the community.

## 9.3.6 Salford City Council

### Introduction

The authority aims to produce a Public Rights of Way Improvement Plan (ROWIP) by November 2007 as set out in the statutory obligations laid out in Section 60 of the Countryside and Rights of Way Act 2000 and subsequent guidance published by DEFRA (2002).

# Progress on Right of Way Improvement Plans 9

### Current Position

| |
|---|
| Review of the Definitive Mapis on going and it is intended that the latest review will be published within the next 2-3 years. All footpaths and bridleways are now shown on a 'ggp layer' on a computer based geographical information system |
| During September and October of 2003, two temporary Rights of Way Surveyors were employed to walk and assess all routes and related infrastructure for ease of use, signing, suggested improvements, re-designation, and compliance with Statement and map. From this a programme of works was produced. Maintenance of the network is being addressed through the Transport Asset Management Plan. |
| A desk based assessment of all documents and strategies relating to Public Rights of Ways and other paths has been prepared. This, in addition to meetings with all internal stakeholders, has been used to produce a schedule of suggested improvements. |
| A ROWIP questionnaire has been designed and is currently being printed – this will be sent to all public buildings. An online copy of the questionnaire went live on Salford Council's website on the 1st July 2005. |
| A Stage One Draft ROWIP has been written and reported to the Local Access Forum. |
| A 'quick win' project consisting of surface and access control improvements has been implemented on the Tyldesley Loopline in the Ellenbrook area of Salford. |
| A ten year programme of improvements to the Rights of Way has been drafted and will be submitted to the city council for approval in April 2006 |

### Next Steps

By November 2007, Salford Council aims to have a completed ROWIP based on extensive consultation within the City, to maximise the use of both definitive and non-definitive Public Rights of Ways. In particular, the plan will identify specific improvements for people with mobility problems, visual impairments and also horse riders and cyclists. The final plan will contain information on specific improvements to footpaths with detailed cost estimates and timetables for implementation.

Overall it is hoped that more short local journeys will be made on footpaths with a corresponding decrease in journeys made by car. Additionally the plan will help accommodate an increase in the use of the network for leisure purposes, thereby improving the health and well-being of residents and visitors to the City.

## 9.3.7 Stockport Metropolitan Borough Council

### Introduction

Stockport Metropolitan Borough Council aims to produce a Public Rights of Way Improvement Plan (ROWIP) by November 2007 as per the statutory obligations laid out in Section 60 of the Countryside and Rights of Way Act 2000 and subsequent guidance published by DEFRA (2002).

# 9 Progress on Right of Way Improvement Plans

The Council recognises the importance of the network of rights of way and has been implementing a programme of improvements to provide access to railway stations, schools and district centres over the last few years.

**Current Position**

A review of the Definitive Map is ongoing and it is intended that the latest review of the Map and Statement will be published within the next 2-3 years. Alongside BVPI 178 assessments the Rights of Way team has started work on a survey of all routes and related infrastructure on the definitive map, this should be completed by 2010. This date is related to the completion of the work being undertaken by the 'Lost Ways Project', work within the old Derbyshire boundaries will finish in 2010. Maintenance of the network is being addressed through the Transport Asset Management Plan.

There is also research being done into the current network in all its different forms and its relation to current sites of interest and amenities and possible future developments, current and developing plans and strategies and the desires of the users expressed in previous communications. This information will be combined with the results of the initial consultation process, which is currently being planned and will take place in the next few months, to help formulate the assessment of the current network and the future needs of the network..

**Goals and Objectives**

The strategic priorities will be guided by the shared priorities and objectives of the Greater Manchester Local Transport Plan, and other Council policies. These priorities will have particular regard to social inclusion and the promotion of modal shift from car usage to walking, and other uses of the Rights of Way network, in urban areas, as well as links to the conurbation from rural areas. There are continuing developments of the recreational network, e.g. the development of the Trans-Pennine Trail, Marple Multi-User Route and the Fred Perry Way. These developments are supported by the relevant policies in the Unitary Development Plan, which will be carried forward to the Local Development Framework.

The completed plan will be informed by consultation with the public and stakeholder organisations, as well as analysis of local travel patterns (contained in the LTP Segment Analysis) in order to determine priorities for investment. Whole life costing principles will be used to ensure that best value is achieved from improvements to the network identified within the completed plan.

In addition the plan will identify strategic access points for people with visual and mobility impairments, continuing the work already being undertaken to meet the obligations of the Disability Discrimination Act.

In developing and enhancing the network, the Council is mindful of its duty under Section 17 of the Crime and Disorder Act and will continue to work within the Safer Stockport Partnership to address issues of crime and anti-social behaviour on the network.

# Progress on Right of Way Improvement Plans 9

The Council has been proactive in seeking development and enhancement of the network through negotiations with developers and the opportunities offered by major developments, e.g. the SEMMMS Relief Road Scheme and the developments of Metrolink and will continue to use such opportunities as they arise.

**Work Programme**

The proposed stages of the work programme for the production of the ROWIP are:

- Paper based research of the ROW network
- Initial consultation on user's needs and desires including stakeholder involvement, through the Walking Forum, Cycle User Group, Disability Forum, regular meetings with the Equestrian interests and the Local Access Forum and seeking to develop these as the Improvement Plan develops as well as develop connections with other user groups as they come to light.
- Creation of assessment of Network
- Creation of draft statement of action with input from LAF and other Major Stakeholders
- Creation of Draft plan and consultation

The timetable for the work is:

| | |
|---|---|
| 2005 – Spring 2006 | Initial Consultation Programme and paper based research |
| Summer 2006 – Autumn 2006 | Formal Consultation about the scope and objectives of the plan |
| Winter2006 | Place on deposit |
| Summer 2007 | Adopted Plan |

## 9.3.8 Tameside Metropolitan Borough Council

**Introduction**

Work is ongoing within Tameside MBC to meet the deadlines for publication of the Rights of Way Improvement Plan set by the Countryside and Rights of Way Act 2000 and in guidelines from DEFRA of November 2002. The aim is to have the final plan published by November 2007.

# 9 Progress on Right of Way Improvement Plans

**Current Position**

A condition survey of the full Rights of Way Network has been carried out, and remedial works to improve ease of access is ongoing. Additional survey work, concentrating on specific accessibility issues is being undertaken. A desk based assessment of the network using the condition survey, Definitive Map and Statement, and including the update of GIS rights of way records is underway.

Tameside's Rights of Way Forum is kept informed of progress on any rights of way issues in meetings three or four times a year and also provides the Authority with valuable feedback from users.

**Goals and Objectives**

The completed Plan will include details of extensive consultation with current and prospective users of the rights of way network, including under-represented sections of the community. The proposed measures to be implemented in response to this consultation will be included within the plan, including timetables for and estimated costs of works. In addition to measures directed at the current network, the completed plan may include proposals to extend the current network to improve connections and accessibility for all.

The plan will incorporate results of consultation undertaken in connection with the *safe routes to school* programme, with the aim of improving identified pedestrian and cycle routes to schools, and the linkage of these routes to the wider network.

**Conditions and Targets**

Implementation of the plan will include monitoring to ensure stated targets are achieved.

The BV178 figures have shown a continuous improvement to in excess of 88% in 2004/5 with a target for 2005/6 of 92%. Past results place Tameside within the upper quartile. Future targets are set to maintain this year on year improvement.

**Conclusion**

The Rights of Way Improvement Plan will also link to the aims expressed in the Tameside Community Strategy, which was itself developed from wide consultation with the community, regarding improved health and wellbeing within the Borough, and maximise the potential for people to leave their vehicles at home and use the Rights of Way network to travel by foot or bicycle.

## 9.3.9 Trafford Metropolitan Borough Council

**Background**

Trafford MBC aims to meet the deadline for publication of the Rights of Way Improvement Plan set by the Countryside and Rights of Way Act 2000 and in guidelines from DEFRA of November 2002. The aim is to have the final plan published by November 2007.

# Progress on Right of Way Improvement Plans 9

## Current Position

A condition survey of the full Rights of Way Network has been carried out, and an initial programme of remedial works is being drawn up. It is intended that additional survey work, concentrating on specific accessibility issues will also be incorporated in the plan.

Adjoining authorities have been incorporated in the creation of a joint Local Access Forum.

The Plan will include details and outcomes of extensive consultation with the public and interested parties. In addition a full survey in 2004/2005 and a 25km survey in 2005/2006 was undertaken of the authority's network to establish a detailed database of its existing condition upon which improvements can be planned. The Authority is to undertake inventory collection of the basic network infrastructure data, condition appraisal, and valuation to form strategic goals, objectives and policies for the plan.

## Goals and Objectives

The completed Plan will contain asset valuation, a detailed programme of works including timetables and estimated costs together with proposals to extend the network to achieve the Councils local priorities. It will review and establish service level objectives, community ambitions and optimise plans to achieve the objectives by utilising the most cost-effective methods.

The completed Plan will include details of consultation with current and prospective users of the rights of way network. The proposed measures to be implemented in response to this consultation will be included within the plan, including details of timetables and estimated cost of works. In addition to measures directed at the current network, the completed plan may include proposals to extend the current network to improve connections and accessibility to all.

The plan will incorporate results of consultation undertaken in connection with the *safer routes to school* programme, with the aim of improving identified pedestrian and cycle routes to schools, and the linkage of these routes to the wider network.

## Condition and Targets

Additional funding and schemes are to be designed to ensure that BVPI 178 reaches the top quartile by 2010 and thereafter maintained to that as a minimum standard. Target progress will be monitored regularly to ensure that targets are achieved. Further investigation and redirected funding will be considered if step targets are not achieved.

## Conclusion

The authority recognises that the whole of the Rights of Way network, Definitive and Non Definitive, is both a significant part of the Borough's heritage and a major recreational resource that can be expanded and consolidated to meet today's leisure and health needs. It offers an opportunity for people to get away from highways shared with increasing volumes and speeds of vehicular traffic and on some journeys can allow people to leave their motor vehicles at home and travel on foot or cycle.

# 9 Progress on Right of Way Improvement Plans

It is intended that Trafford's Rights of Way Improvement Plan will maximise these opportunities for all sections of the community.

The Rights of Way Improvement Plan will also link to the aims expressed in the Trafford Community Strategy, and the Trafford Local Strategic Partnership – Transport Group. The Community Strategy was itself developed from wide consultation with the community, regarding improved health and wellbeing within the Borough, and intends to maximise the potential for people to leave their vehicles at home and utilise the network to travel by foot or bicycle.

## 9.3.10 Wigan Metropolitan Borough Council

### Introduction

Wigan Council propose to produce a Rights of Way Improvement Plan (ROWIP) covering all of their area before November 2007 as required by the Countryside and Rights of Way Act 2000 and subsequent Statutory Guidance in November 2002 from the Department of Environment, Food and Rural Affairs (DEFRA).

### Current Position

Wigan was one of the first Authorities to produce a Milestones Statement (MS) and we have now produced our third and most comprehensive review to take account of all the changes and requirements brought about by new legislation, statutory duties and expectations of users of Rights of Way. Our MS is a strategic document approved by the Council which sets out seven main aims and objectives. Aim six deals with the duty on the Highway Authority to publish a ROWIP covering all our area.

The Council has set up a new group known as the Highways User Group (HUG) which comprises members from all the various user groups, land owners and others interested in rights of ways, together with Councillors and officers from the Council. The HUG was consulted on our MS and gave it a very warm welcome. This group together with the Local Access Forum will form part of the broad range of consultation we will undertake, and they will input into the ROWIP and provide advice to the Council on how to improve public access to land for open-air recreation and for the enjoyment of the area.

### Aims and Objectives

The local rights of way network is a significant part of our heritage and a major recreational resource. It enables people to get away from roads used mainly by motor vehicles and enjoy the beauty and tranquillity of large parts of the countryside to which they would not otherwise have access. The Rights of Way network is becoming more important as increases in the volume and speed of traffic are turning many once quiet country roads into unpleasant and sometimes dangerous places for walkers, cyclists and equestrians. Our MS sets out comprehensively the seven aims and objectives we have set ourselves in respect of the public rights of way network. We have completed a survey of all rights of way together with the furniture, restrictions and the condition including taking photographs. This has been recorded in our rights of way management system, which is an IT based mapping and database programme

# Progress on Right of Way Improvement Plans 9

designed specifically for rights of way. This together with our MS has enabled us to identify the action needed for securing an improved network of local rights of way to meet the needs of each type of user. Local rights of way also provide a convenient means of travelling particularly for short journeys, in both rural and urban areas and form part of the safe routes to school initiative. They are important in the daily lives of many people who use them for fresh air and exercise on bicycle, foot or horse, to walk the dog, to improve their fitness, or to visit local shops and other facilities.

As the local highway authority we will consider the needs and circumstances of people with a range of expectations, interests and levels of ability, taking account of both local people and visitors to the area. The assessment will identify what is needed to meet the present and likely future needs of the public and set time scales. The ROWIP is not about rights of way in isolation, it is intended to deliver an integrated network of routes in and between town and country. The ROWIP, in conjunction with our MS, will be the prime means by which we identify the changes to be made, in respect of the management and improvements, to our local rights of way network in order to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems.

**Action**

Our BVPI 178 result puts us in the top quartile of the Greater Manchester Authorities and we act as Lead Authority on public rights of way for all the Greater Manchester Authorities, representing them at the National Group. The user groups at the HUG meeting have expressed their general approval with the Wigan rights of way section and the progress we have made. With the mix of the group being so varied we are able to get a better overall view and understanding of the needs of the different users.

Further funding for rights of way has been approved and will be available for this financial year. This will enable the aims and objectives identified in the MS to be planned, programmed and monitored. We will be able to have a more proactive approach and expand the work we do with our partners to provide a wider range of services to the users. The support of the department and recognition of the role of rights of way together with the additional funding will enable inroads to be made on problems that have been with us for some time. Work between sections in the department and other departments in the Council will enable a joined up, co-ordinated approach where resources can be pooled to meet the wider needs of the public. Our ROWIP will maximise all these benefits, provide opportunities for all sections of the community and look to provide the services they say they need for public rights of way.

# 9 Progress on Right of Way Improvement Plans

# Greater Manchester Parking Standards 10

The standards have been derived from National Planning Policy Guidance (PPG's), in particular PPG3 (Housing) and PPG13 (Transport), as well as Regional Planning Guidance for the North West. As the standards also cover parking for disabled people, cyclists and motorcyclists, other relevant documents have also been taken into account including the National Cycling Strategy and the Department of Transport publication, "Parking for Disabled People" (Traffic Advice Leaflet 5/95, April 1995). It should be noted, however, that some changes have been made from the above in the light of consultations undertaken.

The standards are not attached to this Local Plan in an adopted form, to be used by all Authorities across Greater Manchester without change. The aim is to create a common framework to provide uniformity amongst Greater Manchester Districts. They are thus to be used as a reference point to enable Districts to apply their own interpretation to suit local needs. This may be particularly relevant as Districts formulate proposals for inclusion in their Local Development Frameworks. Thus the Greater Manchester Parking Standards do not prevent the application of tighter standards for car parking as standards for car parking are expressed as a maximum. Local Authorities therefore have the flexibility to introduce tighter, area specific, car parking standards where they so wish. Indeed, for such areas it is anticipated that the level of parking provision would be significantly lower than the permissible maximum. A more restrictive tier of parking standards for town centre locations and areas of good public transport accessibility has been avoided to allow Districts such flexibility.

No standards are included for residential development. This supports the National and Regional approach set out in PPG3 and Regional Planning Guidance for the North West. Greater Manchester Local Authorities should, however, define areas for which maximum parking standards for residential developments are appropriate to result in an average of 1.5 off-street spaces per dwelling, inclusive of garage spaces, throughout the development plan area and over the lifetime of the development plan.

The application of minimum standards for disabled, cycling and motorcycle parking provision may cause particular problems for very small developments. A small corner shop or office, for example, could be required to provide 3 disable parking bays, 2 cycle parking spaces and some additional provision for motorcycle parking. This level of provision would be onerous, and in some cases undesirable in design terms. The problem could be overcome by the introduction of thresholds below which the standards would not apply, but this would result in conflict with national standards (particularly for disabled parking provision). Therefore, authorities should maintain flexibility in their approach to this matter allowing applicants to negotiate and agree with the local planning authority an appropriate level of parking provision either on site, off site, or through the improvement of existing public car parks.

In the case of cycle parking, design standards have been drafted, which also offer advice on the siting and design of secure long and short stay facilities. These Cycle Parking Guidelines can be found on www.gmltp.co.uk

| Type of development | Maximum standard for car parking provision (excluding disabled parking) | Minimum standard for car parking provision for disabled people | Minimum standard for cycle parking provision | Minimum standard for motorcycle parking | Comments |
|---|---|---|---|---|---|
| **A1 - Shops**<br><br>Food retail <900 sqm<br><br>Food retail >900 sqm | 1 per 25 sqm<br><br>1 per 16 sqm | Up to 200 Bays -<br><br>3 bays or 6% of total capacity, which ever is greater.<br><br>Over 200 Bays -<br><br>4 bays plus 4% of total capacity | 1 per 200 sqm – minimum of 2<br><br>1 per 200 sqm | Individual consideration<br><br>1 per 600 sqm, minimum of 2 spaces | **Car Parking -** Smaller developments assumed to be more local in nature and accessible by other modes, thus reducing the level of parking requirements. |
| **A1 - Shops**<br><br>Non-food retail <900 sqm<br><br>Non-food retail >900 sqm | 1 per 30 sqm<br><br>1 per 22 sqm | Up to 200 Bays -<br><br>3 bays or 6% of total capacity, which ever is greater .<br><br>Over 200 Bays -<br><br>4 bays plus 4% of total capacity | 1 per 200 sqm – minimum of 2<br><br>1 per 200 sqm | Individual consideration<br><br>1 per 900 sqm, minimum of 2 spaces | **Car Parking -** Smaller developments assumed to be more local in nature and accessible by other modes, thus reducing the level of parking requirements. |

| Type of development | Maximum standard for car parking provision (excluding disabled parking) | Minimum standard for car parking provision for disabled people | Minimum standard for cycle parking provision | Minimum standard for motorcycle parking | Comments |
|---|---|---|---|---|---|
| **A2.**<br><br>**Financial & professional services** | 1 per 35 sqm | Up to 200 Bays -<br><br>3 bays or 6% of total capacity, which ever is greater .<br><br>Over 200 Bays -<br><br>4 bays plus 4% of total capacity | 1 per 400 sqm, minimum of 2 spaces | Individual consideration | No specific **Car Parking** standard required by PPG13 or Draft RPG. Proposed standard same as B1 stand-alone office. |
| **A3 - Food & drink**<br><br>Restaurants<br><br>Fast Food – Drive Through | 1 per 7 sqm Public Floor Area<br><br>1 per 8.5 sqm Gross Floor Area | Up to 200 Bays -<br><br>3 bays or 6% of total capacity, which ever is greater .<br><br>Over 200 Bays -<br><br>4 bays plus 4% of total capacity | 1 per 140 sqm public floor area – minimum of 2 spaces | 1 per 280 sqm public floor area- minimum of 2 spaces | |

| Type of development | Maximum standard for car parking provision (excluding disabled parking) | Minimum standard for car parking provision for disabled people | Minimum standard for cycle parking provision | Minimum standard for motorcycle parking | Comments |
|---|---|---|---|---|---|
| **B1 - Business**<br><br>Stand alone offices<br><br>Business Parks | 1 per 35 sqm<br><br>1 per 40 sqm | Up to 200 Bays -<br><br>Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater.<br><br>Over 200 Bays -<br><br>6 bays plus 2% of total capacity | 1 per 400 sqm – minimum of 2 spaces | 1 per 1,400 sqm – minimum of 2 spaces | |
| **B2.**<br><br>**General industry** | 1 per 60 sqm | Up to 200 Bays -<br><br>Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater.<br><br>Over 200 Bays -<br><br>6 bays plus 2% of total capacity | 1 per 700 sqm – minimum of 2 spaces | 1 per 2,800 sqm – minimum of 2 spaces | |
| **B8.**<br><br>**Storage or distribution** | 1 per 100 sqm | Up to 200 Bays -<br><br>Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater.<br><br>Over 200 Bays -<br><br>6 bays plus 2% of total capacity | 1 per 850 sqm – minimum of 2 spaces | 1 per 4,000 sqm – minimum of 2 spaces | **Car Parking -** Standard requires half the level of provision allowed for by Draft RPG on the basis that this is closer to the minimum standards currently operated by most GM authorities. |

| Type of development | Maximum standard for car parking provision (excluding disabled parking) | Minimum standard for car parking provision for disabled people | Minimum standard for cycle parking provision | Minimum standard for motorcycle parking | Comments |
|---|---|---|---|---|---|
| **C1.**<br><br>**Hotels** | 1 per bedroom including staff – leisure and conference facilities should be considered separately if appropriate | Up to 200 Bays -<br><br>3 bays or 6% of the total capacity, which ever is the greater.<br><br>Over 200 Bays -<br><br>4 bays plus 4% of total capacity. | 1 per 10 bedrooms, minimum 2 spaces | 1 per 40 bedrooms – minimum of 2 spaces | |
| **C2 - Residential Institutions**<br><br>Hospitals<br><br>Care / nursing homes | To be determined through a Transport Assessment<br><br>1 per 4 beds | To be determined through a Transport Assessment<br><br>Up to 200 Bays -<br><br>3 bays or 6% of the total capacity, which ever is the greater.<br><br>Over 200 Bays -<br><br>4 bays plus 4% of total capacity. | To be determined through a Transport Assessment<br><br>1 per 40 beds, minimum of 2 spaces | To be determined through a Transport Assessment<br><br>1 per 160 beds – minimum of 2 spaces | **Car Parking -** The standard for Care/nursing homes is essentially designed to cater for staff and visitors. |

| Type of development | Maximum standard for car parking provision (excluding disabled parking) | Minimum standard for car parking provision for disabled people | Minimum standard for cycle parking provision | Minimum standard for motorcycle parking | Comments |
|---|---|---|---|---|---|
| **C3 - Dwelling Houses**<br><br>Flats/apartments<br><br>Sheltered housing | | Where parking is located centrally for flat and apartment developments, at least 5% of the car parking spaces should be disabled persons parking standard compliant.<br><br>10% of sheltered housing parking should be disabled persons parking standard compliant. | Flats and apartments – 1secure locker per 5 dwellings – minimum of 2 spaces.<br><br>No Standard | Individual consideration<br><br>No standard | **Car Parking –** It is not considered appropriate to include maximum parking standards for residential development at the Greater Manchester level. Greater Manchester Local Authorities should, however, define areas for which maximum parking standards for residential development are appropriate to result in an average of 1.5 off-street spaces per dwelling, inclusive of garage spaces, throughout the development plan area and over the lifetime of the development plan.<br><br>**Disabled Parking -** Standard should be at least 5% of the car parking spaces where parking courts are proposed. In sheltered housing schemes, it is assumed that a higher proportion of occupants are likely to be disabled, requiring at least 10% of car parking provision to be disabled compliant. |

| Type of development | Maximum standard for car parking provision (excluding disabled parking) | Minimum standard for car parking provision for disabled people | Minimum standard for cycle parking provision | Minimum standard for motorcycle parking | Comments |
|---|---|---|---|---|---|
| **D1- Non-residential institutions**<br><br>Medical or health facility<br><br>Crèche, day nursery or day centre<br><br>Schools<br><br>Higher or further education | 1 per 2 full time equivalent staff + 3 per consulting room<br><br>1 per full time equivalent staff<br><br>1.5 spaces per classroom<br><br>1 per 2 full time equivalent staff | Up to 200 Bays -<br><br>3 bays or 6% of the total capacity, which ever is the greater.<br><br>Over 200 Bays -<br><br>4 bays plus 4% of total capacity. | 1 per 10 full time equivalent staff, minimum of 2 spaces<br><br>1 per 10 full time equivalent staff, minimum of 2 spaces for pupils<br><br>1 per 10 full time equivalent staff + 1 per 10 pupils<br><br>1 per 20 full time equivalent staff + 20 per 10 students | 1 per 40 full time equivalent staff, minimum of 2 spaces<br><br>No standard<br><br>1 per 40 full time equivalent staff – minimum of 2 spaces<br><br>1 per 80 full time equivalent staff + 1 per 600 students | **Car Parking** - The provision of adequate drop off facilities for parents would also need to be considered as an operational requirement of any development.<br><br>**Car Parking -** Standard equates to 1 per full time member of staff with limited provision for visitors.<br><br>**Car Parking –** Applications supported by Travel Plans.Separate consideration would be required for any parking related to residential facilities. |

| Type of development | Maximum standard for car parking provision (excluding disabled parking) | Minimum standard for car parking provision for disabled people | Minimum standard for cycle parking provision | Minimum standard for motorcycle parking | Comments |
|---|---|---|---|---|---|
| **D1- Non-residential institutions**<br><br>Art gallery, museum, exhibition hall or library<br><br>Public hall or place of worship | 1 per 30 sqm public floor area<br><br>1 per 5 sqm public floor area | Up to 200 Bays -<br><br>3 bays or 6% of the total capacity, which ever is the greater.<br><br>Over 200 Bays -<br><br>4 bays plus 4% of total capacity. | 1 per 300 sqm public floor area – minimum of 2 spaces.<br><br>1 per 50 sqm public floor area – minimum of 2 spaces | 1 per 1200 sqm public floor area – minimum of 2 spaces<br><br>1 per 200 sqm public floor area – minimum of 2 spaces | **Car Parking -** Standard applied by other surrounding urban authorities.<br><br>**Car Parking** - Standard applied by other surrounding urban authorities. |
| **D2 - Assembly & Leisure**<br><br>Cinema, bingo hall or casino, concert hall<br><br>Indoor sports or recreation<br><br>Outdoor sports and recreation | 1 per 8 seats<br><br>1 per 25 sqm<br><br>Individual consideration. | Up to 200 Bays -<br><br>3 bays or 6% of total capacity, which ever is greater<br><br>Over 200 Bays -<br><br>4 bays plus 4% of total capacity<br><br>Individual consideration | 1 per 80 seats – minimum of 2 spaces<br><br>1 per 250 sqm – minimum of 4 spaces<br><br>Individual consideration. | 1 per 320 seats – minimum of 2 spaces<br><br>1 per 1,000 sqm – minimum of 2 spaces<br><br>Individual consideration | Determined on individual merits and location. |

| Type of development | Maximum standard for car parking provision (excluding disabled parking) | Minimum standard for car parking provision for disabled people | Minimum standard for cycle parking provision | Minimum standard for motorcycle parking | Comments |
|---|---|---|---|---|---|
| **Miscellaneous**<br><br>Stadia / spectator seating | 1 space per 18 seats<br><br>1 coach parking space per 1000 seats (minimum standard) | Up to 200 Bays -<br><br>3 bays or 6% of total capacity, which ever is greater<br><br>Over 200 Bays -<br><br>4 bays plus 4% of total capacity | 1 per 150 seats – minimum of 2 spaces | 1 per 600 seats – minimum of 2 spaces | There is a need to mitigate impact of stadia traffic on on-street parking in the vicinity of the stadium. |
| **Miscellaneous**<br><br>Railway/Bus stations, and tram stops | Individual consideration. | Individual consideration. | Minimum of 10 per station<br><br>Individual consideration for tram stops | Individual consideration. | Individual consideration should be given to **Car Parking** to facilitate Park & Ride provision where appropriate. |

# 10 Greater Manchester Parking Standards

B·O·L·T·O·N
M·E·T·R·O
BURY METRO
ROCHDALE METROPOLITAN BOROUGH COUNCIL
MANCHESTER CITY COUNCIL
OLDHAM Metropolitan Borough
STOCKPORT METROPOLITAN BOROUGH COUNCIL
Salford City Council
TRAFFORD METROPOLITAN BOROUGH
Tameside Metropolitan Borough
Wigan Council