Contents

1 Foreword **4**

2 Executive Summary **5**

3 Introduction **7**

3.1 Brief Description of Greater Manchester 7

3.2 Brief Summary of LTP1 Principles and Plan 9

3.3 Changes to Key Aims and Objectives 11

3.4 Delivery of the Plan 13

4 Broad Impact of the First Local Transport Plan **15**

4.1 Summary of Impact 15

4.2 Contribution to Wider Objectives 18

4.2.1 Interaction with National and Regional Objectives 18

4.2.2 Contribution to Local Priority Policy Areas 23

4.3 Summary of Key Achievements 35

4.4 Main Successes 41

4.5 Lessons Learned 43

4.6 Foundations for Long Term Improvements 44

5 Programme Delivery **47**

5.1 Delivery of LTP Programme 47

5.1.1 Funding 47

5.1.2 Public Transport 53

5.1.3 Road Safety 82

5.1.4 Sustainable Transport 93

5.1.5 Disability Issues and Social Inclusion 111

5.1.6 Travel to School 119

5.1.7 Cycling 128

5.2 Delivery of SEMMMS Programme 140

5.3 Delivery of Transport Infrastructure Fund Programme 146

1 Contents

5.4 Summary of Main Contributions by Other Agencies and Partners 149

6 Progress Towards Targets 150

6.1 Overall Progress on Core Targets 150

6.2 Progress on Highways Maintenance 158

6.3 Overall Progress on Other Local Headline Targets 167

7 Glossary 175

8 Annex 1 Delivery of Major Schemes 177

8.1 Context 177

8.2 Schemes Under Construction at Time of LTP1 Submission 178

8.2.1 Metrolink Single Contract 178

8.2.2 Manchester-Salford Inner Relief Route 179

8.2.3 Altrincham Eastern Improvement Route 180

8.3 Schemes Accepted in LTP1 Period 181

8.3.1 GMUTC Block Replacement 181

8.3.2 QBC network 181

8.3.3 Metrolink Vehicles Increased Capacity 183

8.3.4 Cadishead Way (Brinell Drive - City Boundary) 183

8.3.5 Central Park (formerly North Manchester Business Park Interchange) 184

8.3.6 Oldham Retaining Walls 186

8.4 Schemes Proposed But Not Accepted During LTP1 Period 187

8.4.1 Leigh-Salford-Manchester QBC 187

8.4.2 Wigan Inner Relief Route (formerly Wigan Integrated Transport Scheme) 187

8.4.3 Ashton Northern Bypass Stage 2 188

8.4.4 Glossop Spur 189

8.4.5 M60 JETTS QBC 190

8.4.6 Stockport Metrolink 190

8.4.7 Yellow School Buses 190

8.4.8 Rochdale Interchange 191

8.4.9 Altrincham Interchange 191

8.4.10 A5225 Access Wigan (formerly A5225 Wigan Gateway) 191

8.4.11 Carrington - Irlam / Cadishead Link 191

8.4.12 SEMMMS New Relief Road 192

8.4.13 Shudehill Interchange 192

Index **194**

1 Foreword

This report summarises the contribution that improvements to transport have made to the economic, environmental and cultural renaissance of Greater Manchester in the last five years. In this period we have seen impressive economic performance; Greater Manchester made the greatest contribution to the nation's productivity outside London, we hosted the 2002 Commonwealth Games, and witnessed the rebirth of the Regional centre following the IRA bomb in 1996. Overall air quality has improved, and the urban fabric of many neglected deprived areas has been refurbished.

Improvements made to the transport system have underpinned this activity. Public transport has led the way; we are creating a countywide network of Quality Bus Corridors, built new or improved interchanges, and have seen parts of the West Coast Main Line upgraded, including key stations. We have experienced the benefits of a completed M60 outer ring road, and benefited from a great many smaller scale schemes which have significantly reduced road accidents, increased accessibility, and limited pollution and congestion. Many of these schemes have been funded through the Local Transport Plan.

The advent of five year Local Transport Plans has encouraged better long term planning and a more focused, outcome-driven approach. Most importantly, it has improved joint working both amongst the eleven authorities in Greater Manchester and also with our partners, including DfT. We have established productive working relationships which ensure that transport planning is now more integrated than ever before with other strategies such as those for economic development, land use planning, enhancing the environment and promoting better health.

We have achieved some significant successes in the LTP1 period, including revitalisation of the regional centre without a corresponding increase in car use or congestion, arresting the decline of surrounding town centres, improving aspects of road safety, and engaging schools in the travel plan process. However, there were also some disappointments, including the delays experienced in expanding the Metrolink system and the failure to deliver sustained growth in bus patronage levels. We believe that our improvements in other areas, notably for pedestrians and cyclists, will start to bear fruit shortly; indeed there are recent indications of success in these areas after a long term decline.

This report demonstrates the significant contribution that LTP1 has made. We are looking to build on these foundations for an even more successful LTP2 period.

Councillor Peter Smith

Leader of AGMA

Councillor Roger Jones

Chair of GMPTA

Executive Summary 2

This report describes the impact resulting from the implementation of our first Local Transport Plan (LTP1) 2001/02 to 2005/06.

The LTP1 focused on five core objectives:

- To strengthen, modernise and diversify the local economy in environmentally sustainable ways
- To support urban regeneration and to bring disused and under-used urban land back into effective use
- To make Greater Manchester as a whole a more attractive, safer and healthier place in which to live, work and invest
- To focus improvements in the Regional Centre, the town centres and major employment centres
- To reverse the decentralisation of population and economic activity, to sustain the community and cultural life of urban centres and neighbourhoods, and to ensure that everyone can participate in the opportunities that the County has to offer

It aimed to achieve this through a strategy which was:

- public transport-led, with additional emphases on cycling and walking for short trips, and demand management
- supportive of local economic objectives, including resurgence of the regional and key centres, and local regeneration areas
- well integrated with quality of life objectives, including air quality, safety and security, health and accessibility

The Plan's delivery was achieved through

- Close partnership working between the highway and passenger transport authorities and numerous external organisations, agencies and transport providers
- Funding through the LTP system, with additional resources being secured for the South East Manchester Multi Modal Strategy local Transport Infrastructure Fund, and contributions from authorities' other funds such as regeneration budgets, and developer contributions,
- The establishment of a more robust monitoring framework, better consultation and improved ways of working.

Key achievements of the LTP1 period include:

- A revitalised Regional Centre, meeting targets of increasing the number of trips to it whilst improving the modal share of non-car modes, due in part to the completion of the Manchester-Salford Inner Relief Route, a network of Quality Bus Corridors, better traffic management and Metroshuttle free bus service
- Reinvigorating other key and local centres, and stabilising the modal split of trips to them, by improvements in accessibility by other modes, environmental enhancements and car parking pricing policies to discourage long stays
- Meeting our targets to increase rail and Metrolink use, through improvements to stops and stations, and major investment in the West Coast Main Line by the rail industry
- Limiting the growth of traffic on local roads, through provision and reallocation of roadspace for alternative modes, parking policies and workplace and school travel plans
- Starting to turn round the long term decline of cycling and walking levels, by investing in routes and facilities, and promotion of these modes

2 Executive Summary

- Reduction in the numbers of people killed and seriously injured on roads, following targeted investment in local safety schemes
- Meeting our air quality targets for nitrogen dioxide and particulates
- Performing better than other Metropolitan areas with regard to bus patronage, by investing in a network of radial and orbital Quality Bus Corridors in all districts, and making major improvements to public transport interchanges, journey planning and information provision
- Addressing specific accessibility problems in rural and deprived areas, including the introduction of arranged or demand responsive transport services
- Improving physical accessibility of public transport and highways, including raised kerbs at bus stops and upgraded signalised crossings
- Investment in the maintenance of the road network and associated structures, halting the deterioration in condition in most Councils highways

The main disappointments of the period were:

- The delay in delivery of Metrolink Phase 3 network expansion, due to funding difficulties
- Technical and logistical problems which prevented the successful procurement of Metrolink capacity enhancements
- Problems implementing parts of the rail programme which relied on partnerships with the rail industry, due to the difficulties in dealing with its funding arrangements and fragmented nature
- The fact that we had insufficient control over certain areas such as bus service provision and quality
- The lack of sufficient revenue funding to support aspects of the capital programme

In terms of progress towards targets:

- We achieved, or are on track to achieve, 57% of the government's core targets (note that road maintenance has been assessed separately): for bus satisfaction, number of child killed or seriously injured casualties, light rail patronage and rural accessibility.
- We recorded a recent increase in two of the remaining three core targets that we did not meet, ie. bus patronage, and number of cycling trips, and registered a decrease in all killed and seriously injured casualties since the baseline period
- Achieved, or are on track to achieve, 63% of our own local headline targets.
- We only just missed the target for one third of the 33% of local targets that we did not meet, and
- We recorded recent improvements in 83% of these missed local targets.

Introduction 3

3.1 Brief Description of Greater Manchester

Greater Manchester is a large, complex, multi-centred conurbation in the North West of England. It covers 500 square miles (1,300 sq kms), and contains 2.5 million people (37% of the region's total), in over 1 million households. Around 1 million cars, 27,000 goods vehicles and 4,500 public transport vehicles are licensed in the County area.

At the core of the conurbation is the Regional Centre of Manchester and Salford, with a series of large towns circled around it. Other major generators and attractors of traffic include Manchester Airport, the Trafford Park industrial and commercial area, the out-of-town Trafford Centre retail area, and Salford Quays. Although the area is predominantly urban, there are areas of green belt and semi-rural land separating the communities.

The transport network reflects this complexity, with strong radial road, bus, rail and light rail links to the Regional Centre from its surrounding towns. However, orbital movement between these towns has always been important, and during the LTP1 period, completion of the Manchester Outer Ring Road (M60) scheme has further strengthened such movements, often to a range of out-of–centre destinations. These have reinforced the car-based nature of orbital movement. In the Wigan area, the patterns of movement are particularly dispersed. Here there are many routes connecting the smaller towns, often lined with frontage development but with relatively undeveloped land to the rear.

The motorways through the area - particularly M6 and M62 - also form key parts of the national road network. These, in addition to some other strategic trunk routes, are managed by the Highways Agency on behalf of the Secretary of State for Transport, although a number of routes were 'detrunked' in the LTP1 period and handed over to Local Authority control. In addition, Greater Manchester contains important elements of the national rail system; the West Coast Main Line to London, Cross-Country route to the Midlands and beyond and the Trans-Pennine services have all benefited from new investment over the LTP1 period.

Manchester Airport is the largest airport outside London, and is a main driver of the region's economic growth. It has a wide catchment area which extends to North Wales, parts of east and West Midlands, and Yorkshire and the Humber, and therefore has large-scale surface transport access needs.

The Manchester City Region, covering the wider travel to work area, which extends into parts of Lancashire, Cheshire and Derbyshire, is a key economic driver for the North of England, generating almost half of the North West Regional total Gross Value Added. However, the City Region still contains areas of significant deprivation and, in relation to transport, poor accessibility.

The administrative structure of Greater Manchester mirrors its geographical complexity. There are ten Metropolitan Councils, each of which is the planning and highway authority for its area. In addition, the Greater Manchester Passenger Transport Authority formulates and implements public transport policies for the area. There is an established practice of working together on transport policy via the Association of Greater Manchester Authorities (AGMA), going back to the first transport package bid in 1995. The first Local Transport Plan was the outcome of unified work by the partner authorities to produce a combined bid and programme for the Integrated Transport Block across Greater Manchester.

3 Introduction

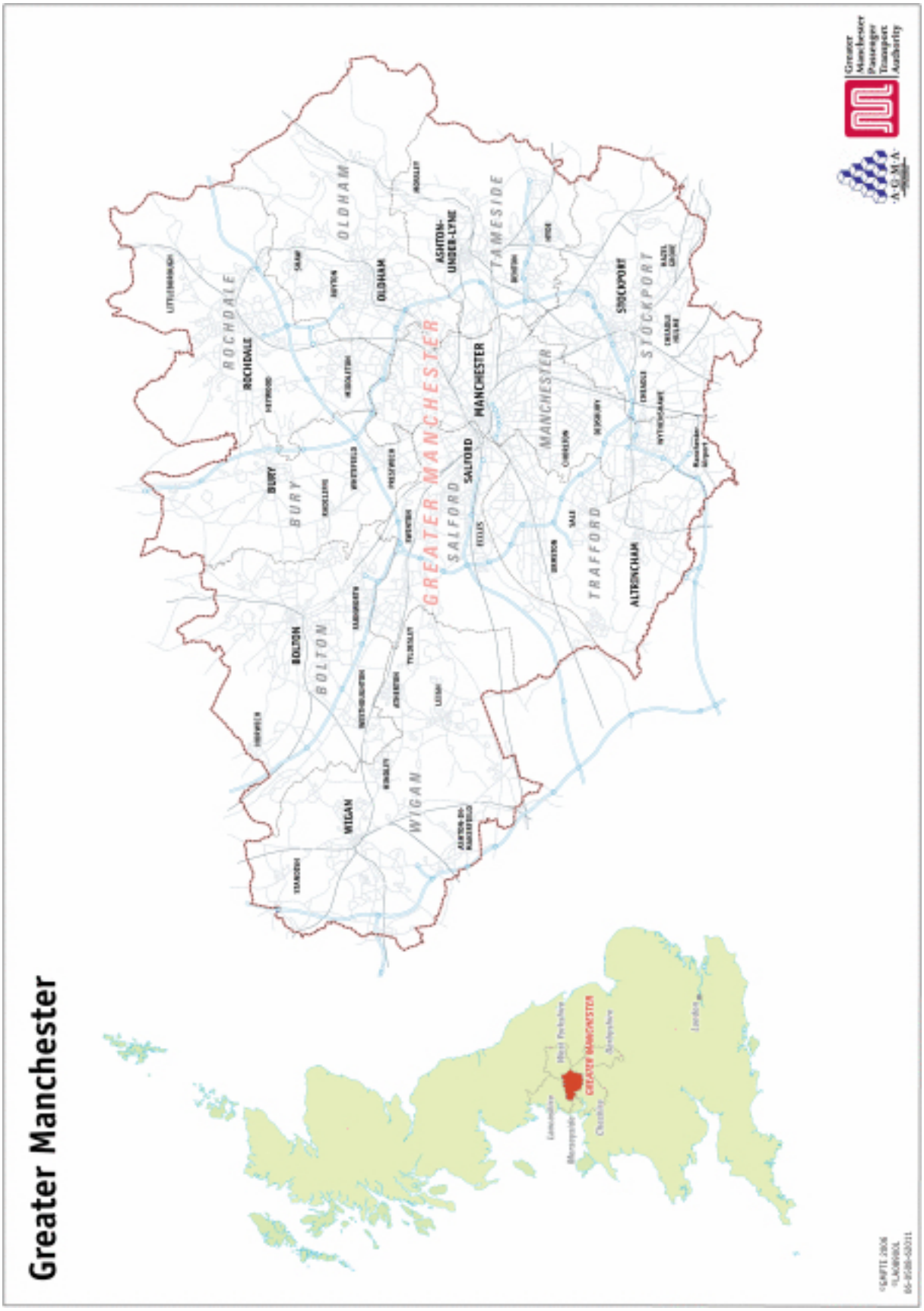

Figure 3.1 Location of Greater Manchester

3.2 Brief Summary of LTP1 Principles and Plan

LTP1 was submitted in July 2000 for the 5-year period 20001/02 to 2005/06. It sought to establish Greater Manchester as a creative and distinctive European regional capital.

Five core objectives were stated:

- To strengthen, modernise and diversify the local economy in environmentally sustainable ways
- To support urban regeneration and to bring disused and under-used urban land back into effective use
- To make Greater Manchester as a whole a more attractive, safer and healthier place in which to live, work and invest
- To focus improvements in the Regional Centre, the town centres and major employment centres
- To reverse the decentralisation of population and economic activity, to sustain the community and cultural life of urban centres and neighbourhoods, and to ensure that everyone can participate in the opportunities that the County has to offer

A set of 13 transport objectives was then identified to show how transport could contribute to the above - see Table 3.1 'GMLTP1 Objectives'

The strategy underlying LTP1 was public transport-led, because greater use of these modes was essential in order to make the transport system more efficient and to meet the economic and environmental aspirations of the area. It targeted three categories of trip:

- Those to city and town centres, more of which would be undertaken by public transport, especially those arising from successful economic growth policies
- Short trips, typically up to two miles in length, where more walking and cycling would be encouraged
- Dispersed trips, for which the car would have to remain the preferred mode, but where the numbers could be stabilised or reduced by land use planning solutions as expressed in Unitary Development Plans (UDPs) and subsequently Local Development Frameworks (LDFs)

LTP1 was therefore based on policies and actions under the following themes:

- *Widening travel choice,* to promote modal shift from the car to more sustainable modes
- *Changing attitudes to travel,* so that people could consider alternatives to the car
- *Safety first,* enabling people to travel in an environment as free from crime and accident risk as possible
- *Making the best use* of the transport network, and improving it where necessary.
- *Demand management* to manage the use of the car, especially at peak periods
- *Delivering the goods* in an efficient yet sustainable way to contribute to a modern, prosperous economy
- *Getting the small things right,* by ensuring that the details which matter to people are properly addressed in scheme implementation
- *Planning for the future,* looking beyond the life of the Plan so that the delivery of a successful transport strategy can continue

3 Introduction

LTP1 envisaged spending over £400M on transport schemes, the principal components being the Metrolink Phase 3 extensions; major highway schemes to remove more traffic from main and local centres; Quality Bus Corridors; Local Safety Schemes; Integrated Transport Schemes; principal road maintenance, and bridge and highway retaining wall strengthening.

In addition to LTP funding, the Transport Infrastructure Fund (GMtif) is a ten-year funding agreement with central Government to make transport improvements in the west of the conurbation which would not benefit from Metrolink Phase 3. It was established in 2001/02, and is made up of £3.5m per annum made available from Government through the LTP, matched by GMPTA resources raised through its levy on the Greater Manchester councils

The types of scheme to be delivered using GMtif typically included:

- street lighting improvements in Quality Bus Corridors (QBCs),
- public transport waiting improvements and real time information,
- rail station and car park provision / enhancement
- pedestrianisation and traffic management
- school buses

During the LTP1 period, the South East Manchester Multi-Modal Study (SEMMMS) was completed, and provided a further funding stream for the authorities involved. (See 4.2.1 ‘Interaction with National and Regional Objectives’ for further details.)

	Transport Objective	Problems Addressed
A	***To improve the environment, attractiveness and safety of the Regional Centre, together with the County's other town and district centres and key employment areas, without reducing their viability.***	*Traffic congestion, competition from out of town, loss of population, air pollution, valuable land used for parking.*
B	***To reduce the impact of motorised traffic, improve road and community safety and increase the proportion of short trips made by cycle and on foot within residential areas.***	*Danger from traffic, severance of communities, air pollution, use of car for short journeys, perceived danger to pedestrians and cyclists, crime and fear of crime, health impacts.*
C	***To develop complementary land use and transport polices which reduce the number of trips to non-central locations and encourage development which can be served by a choice of mode.***	*Out-of-town development, decline of centres, serving development by public transport, dispersal of population, need for quality in the urban environment.*
D	***To ensure that the County's transport system becomes increasingly sustainable and less environmentally damaging, whilst improving the quality of life and the health of the population.***	*Air pollution, global warming, non -renewable resources, accidents, sedentary lifestyles, noise.*
E	***To provide a high quality integrated public transport network to increase the attractiveness of travel by non-car modes.***	*Obtaining information, quality of waiting environment, ease of access, frequency and reliability of public transport services, ticketing, interchange.*
F	***To ensure that the County's transport system meets the needs of all sections of the community, promotes social inclusion and widens choice.***	*Access for people with no car, social exclusion, access to employment areas, cost of public transport subsidy, particular problems encountered by women and other groups using the transport system.*
G	***To make the County's transport system more accessible to people with mobility difficulties.***	*Access to vehicles, access to stations and stops, road crossings, parking and ease of movement around town centre, car dependency, social exclusion.*
H	***To improve accessibility for people living in rural areas in ways which will reduce their dependency on car travel.***	*Car dependency, social exclusion.*
I	***To manage the demand for car travel.***	*Traffic congestion, demand for parking, decline in public transport patronage, air quality.*
J	***To provide for the sustainable movement of freight so as to support the economic development of Greater Manchester in ways which are consistent with the desire to reduce the impact of motorised traffic.***	*Environmental impact of HGVs, traffic congestion, barriers to transferring freight onto rail.*
K	***To provide for the movement of people and goods between Greater Manchester, the rest of the country and the rest of the world in ways which are consistent with the other objectives.***	*Access to global markets, cross-boundary travel, capacity constraints on key routes (West Coast Main Line, Trans-Pennine Rail, M6, M62, M67/A628).*
L	***To ensure that transport policy is integrated with and supports other relevant policies at the regional, County and local level.***	*Transport implications of health, sustainability, crime and disorder and education policies, community strategies, need for regional standards, cross-boundary transport links.*
M	***To maintain, improve and make the best use of the existing transportation infrastructure.***	*Condition of road network and public transport infrastructure, accessibility of existing infrastructure, local traffic congestion.*

Table 3.1 GMLTP1 Objectives

3.3 Changes to Key Aims and Objectives

The aims and objectives of LTP1 remained valid and broadly unchanged, and have subsequently been reinforced and carried through into LTP2. At a local level, the underlying aims of LTP1 have remained constant district by district. However, it has provided councils with flexibility according to local circumstances, and schemes have inevitably undergone changes owing to funding issues and to meet consultation outcomes at a local level. Of equal significance were the changes in emphasis over the period, described below.

Increasing Confidence

A number of developments 'raised the bar' in terms of what could be achieved through our investment, and gave us the confidence that Greater Manchester could indeed be a world class city region, with a high quality urban environment, efficient public transport, 'living streets' with improved public safety, an urban environment where all users find it easy to move around, and attractive gateways. These included:

- The successful, ambitious redevelopment of central Manchester following the 1996 IRA bomb, including the remodelled and extended retail facilities in the Arndale Centre and the Triangle, the quality public realm around Exchange Square, the Urbis museum and traffic management on Cross Street.
- Following on from this development, the role of transport in helping the regional centre achieve its goals can be seen in the success of the Commonwealth Games in 2002. The provision of public transport services for the Games was an outstanding success, surpassing expectations in terms of how many potential car journeys were saved as result of the introduction of high-quality, well publicised public transport and park and ride information, and integrated ticketing. The legacy from the Games includes a pedestrian route from the city centre, and continued high public transport modal share to the stadium, together with the appointment of Sir Howard Bernstein, Manchester's Chief Executive, to advise on provision for the Olympics in London in 2012.

Picture 3.1 Cross Street and The Triangle, Manchester City Centre

This confidence led to some mid-term changes in our LTP1 targets. In 2004 we worked closely with the DfT in an 'Engagement Project', looking in particular at making our LTP targets more robust and demanding, particularly in regard to the four recently-agreed shared priorities. Some councils signed Local Public Service Agreements, which are partnerships between the local authority and the Government intended to improve key outcomes more quickly and/or to a higher level than would otherwise be the case. Eight councils' PSAs dealt with road safety, and concerned the number of KSI casualties at varying dates up to 2010, with in one case an enhanced target for child KSI casualties In addition, Stockport and Oldham developed enhanced road maintenance targets. In the second round of PSAs, Manchester targeted an increasing proportion of morning peak hour trips to the Regional Centre to be made by non-car modes.

3 Introduction

Changing Central Government Emphases

There was initially a strong emphasis on the 1997 Road Traffic Reduction Act, with the obligation for an annual report. In Greater Manchester this concentrated on modal split to the Regional Centre and other key centres, and the overall level of car traffic. We performed well against these targets, but the necessity to report against them was withdrawn in 2005. Nevertheless, they remained an important aspect of our LTP, and indeed the indicators have been retained in LTP2.

Attention to the Road Traffic Reduction Act was gradually replaced by a concern with the shared central / local government priorities of tackling congestion, road safety, air quality and and accessibility. Notable too was a shift in interest from a description of the number and types of schemes implemented (outputs) to a focus on the achievement of numerical targets and measured outcomes. This in some cases exaggerated the role that transport authorities had in achieving particular outcomes, compared to the actions of other agencies and the public, over which authorities had little or no control. In addition to the four shared priority areas, Greater Manchester authorities agreed that the original strong theme of economic performance should maintain its high profile, as was demonstrated by the emergence of the Knowledge Capital, City Growth and City Region Development Programme concepts. Our key achievements in relation to the four shared priorities can be seen in 4.3 ‘Summary of Key Achievements’

The approach to tackling congestion remained consistently that high quality public transport should first be provided before introducing any restrictions. The work using the the Transport Innovation Fund pump-priming finance, approved in November 2005 aimed to identify at what level congestion might impact on Greater Manchester's economic competitiveness.

There has been a shift in emphasis in tacking road safety problems from residential roads to main roads. There has been ongoing development of road safety education, including Kerbcraft and cycling training in schools, and driver retraining programmes. Consultation conducted by GMPTE over the LTP period highlighted some aspects of safety and security on public transport and at stations which led to a programme of targeted improvements.

The Social Exclusion Unit report ‘Making the Connections’ provided a further impetus for Greater Manchester’s work to improve accessibility. Work had already been carried out, but accessibility planning provided a focus and made the issue much higher profile.

As LTP1 progressed, there was an increasing awareness of the links with health and the environment, including transport's contribution to potential climate change. The ongoing work on air quality and the emergence of the Greater Manchester Air Quality Action Plan strengthened support for LTP1's walking, cycling and public transport measures, and Government advice ultimately recommended that the LTP and the Action Plan should be integrated. This was achieved, with many common policies between the two documents. However, appropriate measures such as awareness raising often required revenue, not capital, funding.

Best Value

Transport in Greater Manchester, like many other local authority sectors, saw a change because of the cost and quality balance of the Best Value programme. The effectiveness and efficiency of the service that authorities provided for transport was reviewed. Stockport, for example, carried out a Best Value review to address footway condition and the rising level of tripping claims. The focus was on long-term value for money, which led to the establishment of an

11-year programme of preventative maintenance. There was a small improvement in condition from 2002/03 to the end of the LTP period, but it should be borne in mind that the programme is long-term in nature.

3.4 Delivery of the Plan

Delivery was by means of a five-year implementation programme reflecting the agreed countywide priorities for transport investment. Wherever possible, schemes were combined and integrated with other development and regeneration initiatives. Resources were focused in the areas of greatest need and where wider benefits could be gained. LTP resources were distributed in a way which reflected countywide needs and yet was equitable at the local scale. This is described in more detail in 5.1.1 ‘Funding’. We secured funding in addition to the LTP guidelines from supplementary bids for highway structures and road maintenance, through SEMMMS and the Transport Infrastructure Fund (GMtif), and from other non-LTP sources such as developer funds and area regeneration programmes.

Partnerships were important in the delivery process. Many public transport improvements were delivered through the GMPTE Integrate initiative, which involved GMPTE, councils and operators working together to deliver the QBC network, better interchanges and service information. Road safety generally was another area of significant partnership working between Councils, Police and other bodies. The Greater Manchester Road Safety Partnership spread best practice on road safety improvement, the Greater Manchester Casualty Reduction Partnership (see Case Study 16‘The Greater Manchester Casualty Reduction Partnership - 'Drivesafe'') worked to tackle the problem of accident-related speeding on the area's roads, and the Neighbourhood Road Safety Initiative focused on casualties in deprived areas in a number of participating authorities in Greater Manchester and elsewhere in England (see Case Study 17‘Neighbourhood Road Safety Initiative’).

Greater Manchester received a range of scores from the upper 60's to the upper 70's in the DfT's assessments of LTPs, but these did not always yield the same qualitative assessment because the divisions between grades were adjusted from year to year. A reproduction of these assessments over the period is, therefore, not very informative in demonstrating the general point that our delivery of schemes and softer measures in one of the largest and most complex conurbations outside London has been commendable.

Comparing the situation with what would have happened if there had been no LTP, or a continuation of the previous Transport Policies and Programmes (TPP) system, the following conclusions emerge:

- The 5-year indicative figures for funding availability facilitated much better forward planning
- Authorities were able to plan schemes over a number of years in the confidence that the resources would actually be made available for them
- The LTP regime encouraged more countywide programmes to be developed, compared with the more local focus of the previous TPP system
- Countywide consultation on transport became an established feature, increasing public awareness of the transport issues in Greater Manchester, and the choices which needed to be made
- Joint working on projects and programmes expanded and flourished
- Major schemes were able to be prioritised at the County level
- Countywide monitoring encouraged programmes which were much more performance led than previously

3 Introduction

- There was a greater emphasis on the 'softer' modes of walking and cycling, and demand management
- Officer working groups developed good practice, detailed strategies and action plans on many aspects of our transport policy
- There were areas outside our control, such as operation of public transport services and the structure of the rail industry, which made it difficult to achieve our ambitions in all areas

Broad Impact of the First Local Transport Plan 4

4.1 Summary of Impact

Greater Manchester began the LTP1 period with great optimism about the development and management of its transport infrastructure. We had identified a number of key strengths on which we were determined to build (See Plan 5 at end of document):

The following table describes the strengths at that time, alongside the main weaknesses and the opportunities that existed which were exploited in order to achieve further successes in the LTP1 period. Overall, LTP1 saw significant improvements to Greater Manchester's transport network, both from the cumulative effect from many smaller scale measures, and area-specific improvements arising from the implementation of major projects. This was in no small part due to the increased resources under the LTP system facilitating significant and sustained investment, and the establishment of strong partnership working across the area. The table includes improvements made with Transport Infrastructure Fund (GMtif) and South East Manchester Multi-Modal Study funding, as well as LTP schemes.

Maps '2001 Situation' and 'Key Achievements During The LTP1 Period' at the rear of the document summarise the progress made.

4 Broad Impact of the First Local Transport Plan

Strengths in 2001	Weaknesses in 2001 >>>	Opportunities in 2001 >>>
The Regional Centre was resurgent, and other town centres were well connected by all modes of transport, offering good potential for future growth.	There was a pressing need for regeneration in many inner urban areas and on some peripheral local authority estates	Specific initiatives such as the Manchester City Centre Master Plan, and the Housing Market Renewal Areas in Manchester, Salford, Oldham and Rochdale focused on specific areas where transport spending would support wider objectives
A comprehensive local highway network linked the towns to each other and to the Regional Centre	Congestion and journey unreliability problems affected the motorway network and various local roads, threatening the area's aspirations for economic growth. Between 1976 and 1991, car ownership had increased by 30%, but car use had risen by as much as 70%.	There was an opportunity to get people to think again about their travel habits, which could lead to the widespread adoption of more sustainable travel methods where these were feasible. The SEMMMS study had resulted in a strategy and funding package to address these problems in the south east of the conurbation.
Our road safety record was improving, with fewer people killed and seriously injured since the 1994-8 base years.	Car traffic was having an increasingly adverse impact in residential areas	
The LTP1 strategy commanded widespread support amongst stakeholders and the community, which provided a firm basis for addressing past trends and developing a transport system to meet Greater Manchester's future needs	Sustainable transport options for short journeys, such as walking and cycling, had been in decline since recording began in the early 1990s, and probably for a long period before that.	
The M60 outer ring road had just been completed with opening of the final Denton-Middleton section in late 2000, transforming accessibility to the eastern side of conurbation, and helping to reduce through traffic on unsuitable urban roads.	Decentralisation of economic activity resulted in longer trips more likely to be made by car, and consequently increasing congestion. This was to the detriment of town centres. A prime example of the effects of such out-of-centre developments was the Trafford Centre's impact on both the M60 and adjacent sections of the local road network, and other retail developments such as Cheadle Royal and Handforth Dean, which attracted traffic from wider areas	Greater Manchester's land use framework was entirely consistent with the transport objectives, which intended to achieve a reversal of past trends of dispersal of population and activity
Phases 1 and 2 of the Metrolink light rail network had been implemented, and were highly successful in overcoming the problem of poor cross-city public transport linkage, and in increasing the popularity of residential areas along the routes.	Metrolink had become almost a victim of its own success, despite limited integration with other forms of public transport. Owing to insufficient vehicle provision, there was regular overcrowding at peak times.	Realisation of the wider Metrolink network through implementation of Phase 3, and enhanced vehicle capacity, would put Greater Manchester on course to establish a world-class public transport network
	Areas which would not benefit from Metrolink could be at a disadvantage compared to the rest of Greater Manchester.	Transport Infrastructure Fund established.
Greater Manchester possessed an extensive bus network, with over 90 % of the population having access to it in accordance with PTE criteria	Bus patronage, had declined from 269m in 1991/2 to 221m in 2001/02. Although the bus network had settled down considerably since the early turbulent years following deregulation, and there had been consolidation under the three major operating groups (Stagecoach, First and Arriva), there were still problems in relation to different ticketing systems, interchange and information availability	Partnerships were in place to deliver the strategy, for example to implement the Quality Bus Corridor network
The conurbation had the largest local rail network outside Greater London, with over 100 stations The rail link to Manchester Airport had proved a major success, attracting many passengers not only from the North West Region as a whole, but also from much further afield.	There had been severe under-investment in renewal and modernisation of rail infrastructure, and patronage was less than on comparable networks which had a smaller number of stations. The rail network as a whole did not have a unified image. There were severe rail capacity problems in the Manchester Hub.	The rail network had spare capacity on some sections, particularly outside the peak, and this could be utilised with further investment to improve frequencies and reliability. Government had expressed its commitment to working with Greater Manchester in the long term to address the transport problems
	Similarly, there was a substantial maintenance backlog affecting roads and structures such as bridges and retaining walls	

Broad Impact of the First Local Transport Plan 4

Successes by 2006 >>>	**Remaining Challenges**
Major revitalisation of town centres, with nearly all being in a better condition in terms of transport infrastructure than they were in 2001 - especially with regard to pedestrianisation, landscaping and the overall quality of the street environment. Completion of the Manchester and Salford Inner Relief Route, a long-planned scheme originating in the late 1970's, which facilitated a reduction in Regional Centre through traffic. Construction of the final phase of Cadishead Way, which completed the removal of through and industrial access traffic from the centres of Irlam and Cadishead	To maintain economic development and support growth aspirations in the LTP2 period
An increase in car kilometres on A and B roads pegged back to only 1.6% between 2001 and 2005 (see Table 6.6 'Summary of progress towards local targets'). Development of plans for SEMMMS road schemes.	Traffic growth on Greater Manchester's motorways continues to be much higher than on A and B classified roads between 2001 and 2005. This poses particular problems for local roads accessing the motorway system, but reduces traffic which might otherwise have used other local roads. Due to funding constraints, implementation of some elements of the whole SEMMMS package had not proceeded, including the major highway schemes, which means that congestion remains a major problem in the south of the conurbation.
Many areas with speed reduction measures, and demonstrable reduction in all casualties	Further work remains to achieve our 2010 target.
Investment in cycling and walking networks / facilities. Widespread promotion of healthy living concepts, which link with the above and the LTP1 objectives to promote walking and cycling. SEMMMS investment in pedestrian and walking routes.	National Cycle Network in Greater Manchester to be substantially completed by end of LTP2
Network of Local Link arranged passenger transport services in areas where patronage is too low for conventional services.	Maintaining access to the network in the face of continuing service withdrawals and rising tender prices
Investment in Local and District Centres, which was especially a feature of SEMMMS, that funded street lighting, footway and parking improvements in Edgeley, Cheadle, Cheadle Hulme and Bramhall. A major growth in travel planning, with 365 schools and 109 organisations across the County operating travel plans in 2005/06 compared with a handful in 2001/2. SEMMMS also supported a travel change programme to achieve this. Infrastructure to support travel plans, particularly the Airport's Ground Transport Interchange (which received some GMtif funding) and Safer Routes to Schools.	Remaining schools would benefit from travel plans.
Moves to ensure a safer travelling environment by addressing the fear of crime in relation to transport. This resulted in passengers' perceptions of safety improving.	To build on this foundation to further improve safety.
Development of housing in more sustainable locations, particularly the large amount of apartment building in the Regional Centre. This has also been experienced to a lesser extent in the other major town centres. Such development makes it more likely that short journeys will be generated, which in turn means that more sustainable travel modes are likely to be used.	Growth in traffic, especially on the motorway network, is often associated with further decentralisation of jobs and homes, and decisions by existing commuters to switch jobs from more central areas to such locations. Thus achievement of higher levels of housing on previously developed land will not necessarily result in more sustainable travel choices, without concerted efforts to ensure that travel planning is implemented.
Growth in rail and Metrolink patronage. Major progress on the Quality Bus Corridor programmes, which improved bus service reliability and patronage on these routes. This was achieved through an extensive programme of work which benefited pedestrians and cyclists, traffic flow and the local environment as well. Better bus stops on other bus routes , with replacement of old style shelters and new provision where previously there had been no shelter. Many more higher quality, wheelchair-accessible buses, as a result of investment in fleet renewal by Stagecoach, and by First Group towards the end of the Plan period. New bus stations at Middleton and Hyde. Major improvements in public transport information provision from a variety of outlets. Metroshuttle free city centre bus services. Targeted bus service improvements including yellow school buses and Nightbus network GMtif schemes to improve bus networks and stops, school bus turnrounds, yellow school buses in Bolton and Wigan.	LTP1 vision for QBC network to be completed by 2007/08. Potential for further bus priority and quality improvements beyond this date. The Regional Funding Allocation process has now given the go-ahead for construction to proceed on the core Metrolink system Phase 3 extensions and the Leigh-Salford-Manchester guided busway in the next 3 years, which will help bring about the step change in public transport which LTP1 had sought.

4 Broad Impact of the First Local Transport Plan

SEMMMS improvements, including those to non-QBC routes and the innovative M60 Junction 27 Portwood busway, and yellow school buses.	
Higher quality of existing stations and interchanges following improvement schemes, such as those at Manchester Piccadilly, Stockport, Ashton and Horwich Parkway stations, and Shudehill. GMtif schemes provided new car parks at Hindley, Westhoughton, Kearsley stations, and improvements to Bolton interchange. SEMMMS funded car park extension and other improvements at Marple station. Generally more reliable rail services, with fewer cancellations and better time keeping. Strengthened inter -regional rail links, including the West Coast Main Line upgrade, together with new stock on both this and Cross-Country routes. Higher frequencies plus the commencement of delivery of new stock on the North Trans-Pennine route, improving links with the Leeds City Region	Capacity issues with Manchester Hub remain. The lack of new and additional rail rolling stock remains the major rail weakness. None of the new stations proposed in LTP1 had been built, owing to the difficulties in bringing forward rail schemes within the current rail industry structure, caused by the number of different bodies involved in any approvals, and changes of franchisee The increases in rail service frequency which had been sought through franchise replacement were not achieved, because franchises were let on the basis of maintaining the existing service levels. Indeed the franchise review carried out close to the end of the LTP1 period concluded that there should be no change to these for the time being.
Considerably improved condition of highway retaining walls in the Oldham area, following approval of a major scheme for their reconstruction	Significant numbers of structures, especially in the north east, east and east of the County, require major maintenance.

4.2 Contribution to Wider Objectives

4.2.1 Interaction with National and Regional Objectives

The Ten Year Plan

Our LTP1 policies were in line with the principles in the Government's 1998 Transport White Paper 'A New Deal for Transport: Better for Everyone', and the subsequent national Ten Year Plan for transport which aimed to put these principles into practice. However, the Ten Year Plan's targets ran into difficulties, particularly after the problems of the rail industry increased its call on resources, and the cycling target was dropped. This caused us some problems where we had reflected the Ten Year Plan's ambitions in our own Plan, for example with regard to cycling.

Shared Priorities

The subsequent adoption of the central / local government shared priority areas of congestion, road safety, air quality and accessibility, although welcome, did leave certain central elements of LTP1, such as economic regeneration and wider environmental improvement, with apparently less priority at national level. However, this did not affect the importance attached to these aspects locally.

Regional Planning

At the regional level, LTP1's vision was integrated with the Greater Manchester Strategic Planning Framework (GMSPF), which set out the principles of land use planning for the conurbation. LTP1 had its transport strategy based firmly on the GMSPF's land use policies. These in turn informed:

Broad Impact of the First Local Transport Plan 4

- Regional Planning Guidance (RPG), published in 2003, which sought to concentrate housing in Manchester (especially the city centre and what is now New East Manchester) and Salford. Brownfield (previously developed) land, generally better served by public transport, was to be used where possible. AGMA had argued for stronger sustainable links to the spatial and transport policies.

- Regional Transport Strategy (RTS), within RPG, which adopted a multi-modal approach with key objectives to manage the regional highway network, improve inter-regional links and promote integrated local rail services. AGMA again had pressed for the RTS to take better account of the current expenditure context, and to give higher priority to improving public transport in the major conurbations.

LTP1's spending has supported the emphasis of RPG on the metropolitan core areas by developing integrated public transport as an alternative to the car, planning for Metrolink expansion, implementing Quality Bus Corridors; promoting walking and cycling; and optimising road capacity in the centre of the conurbation by further investment in Urban Traffic Control.

Under the new planning system, the RPG is being replaced with a Regional Spatial Strategy (RSS). The draft RSS, submitted in January 2006, based its problems and issues on the LTPs and APRs of each North West local transport authority. The problems and issues were then classified into those of regional significance, and scored for priority. These reflected the agreed central / local government shared priorities. Whilst it is apparent that the RSS objectives in the Regional Development Framework chapter have been more influenced by Government guidance than LTPs, the concerns with journey time reliability in the context of economic growth do find sub-regional expression in Greater Manchester's LTP1.

The harmonisation of local and regional transport objectives and policies has improved over the gestation periods of RSS and RTS, but there is still more to be achieved, particularly in terms of a spatial strategy with which the new RTS can align.

Regional Economic Strategy

LTP1 has also contributed towards the delivery of the Regional Economic Strategy (RES) through its improvements to surface access to Manchester Airport, its investment in networks leading to the Regional Centre, and its advocacy and support for schemes to improve inter-regional connectivity by rail and road

Multi-Modal Studies

During the LTP1 period, three multi-modal studies were carried out, two of which had a significant influence on spending programmes in the area.(see map 2). The origin of these studies lay in the Government's review of trunk roads in 1998, and the resulting Targeted Programme of improvements (TPI). Where problems of significant congestion on the strategic road network were not addressed in the TPI, a series of studies were proposed to examine the contribution of solutions other than straightforward increases in highway capacity on the trunk road network.

South East Manchester Multi-Modal Study (SEMMMS)

The first of the multi-modal studies, SEMMMS, was carried out between January 2000 and Summer 2001. Its specific origin was the review's desire to consider three former trunk road schemes after the A6 and A523 were proposed for

4 Broad Impact of the First Local Transport Plan

detrunking; namely the A6 Stockport North-South bypass, the A555 Manchester Airport Link Road West (a westward continuation of the already completed section of A555 between Bramhall and Handforth); and the A555/A523 Poynton bypass (an eastern extension of the existing A555 to link with the proposed A6 scheme and also relieve Poynton of through traffic).

SEMMMS covered six authorities (Manchester, Stockport, Tameside, GMPTA, Cheshire and Derbyshire). It developed a 20-year strategy as an innovative attempt to tackle problems in southern Greater Manchester where there were a variety of problems including high car ownership and usage, and environmental problems as well as social exclusion. The final report stressed that all elements of the programme should be taken forward. Accordingly a funding bid was submitted in October 2001. It was distinctive in that it sought support for revenue-type measures as well as conventional transport schemes, bidding for £69M of capital and £58M of revenue from 2002/03 to 2004/05. The bid was broken down into six decision areas -

- Transport change (increasing awareness and improving information provision for travellers)
- Major rail
- Bus
- Use of road space
- Freight
- Maintenance

These decision areas were closely linked to the emphasis of the other LTP investment programmes and to the objectives of the Provisional LTP, which had already been submitted prior to the start of the study. A further £9M capital bid was later submitted for 2005/06, covering additional schemes under the seven decision areas. Good progress is being made in delivering the short term elements of the strategy, despite the facts that throughout the period, the resources made available in response to the bids were far less than had been anticipated For example, in 2003/04, although £7M was made available, this was against a bid for £20M), and the lack of future indicative amounts hindered forward planning.

The SEMMMS New Relief Road scheme (comprising all the major schemes listed above) was the subject of a bid in 2004. This has not yet been approved, but the RFA has placed the scheme in the regional programme for 2009/10 to 2015/6. A decision on a PFI bid for the scheme is due in Autumn 2006

M60 Junction Eighteen to Twelve Study (JETTS)

The JETTS study was carried out between February 2001 and December 2002. This looked at the problems and possible solutions on the most heavily used motorway in Greater Manchester, which acts not only as part of the Trans-European Route Network (TERN) for long-distance movements, but also as an outer ring road for the conurbation, much used by local traffic. The remit of the study was to look at solutions which would keep traffic moving without adversely affecting the local road network, local communities or the surrounding environment. The recommended solution was the segregation of M62 traffic from local movements by creating separate lanes for each, new slips to bypass Junction 12, where the M62 leaves M60 for Liverpool, and significant investment in public transport improvements to relieve M60 of shorter distance movements. It also suggested variable speed limits , and consideration of area-wide Greater Manchester road charging after 2011.

Broad Impact of the First Local Transport Plan 4

Greater Manchester responded to the public transport recommendations by submitting a major scheme proposal for Quality Bus Corridors on main bus routes which could cater for the local traffic. This was very much in tune with the LTP emphasis on radial QBCs and the Northern Orbital QBC programme. Provisional approval was granted by Government for £26M of schemes in December 2003, and the scheme has since been placed in the top quartile of the recommended priorities for the North West's Regional Funding Allocation (RFA).

West Midlands to North West (MIDMAN) Study

Finally, the MIDMAN study, although dealing with roads outside the Greater Manchester boundary, had considerable implications for traffic within the conurbation. This study commenced in December 1999 and issued its final report in March 2002. Its remit was to consider how to address problems of congestion and journey time reliability on the M6, adverse environmental effects on the A556 link between M6 and M56 and those caused by rat running, and the potential for modal shift of people and freight.

The final report recommended widening of the M6 to dual 4-lane standard between Junctions 11a and 20, closing Junction 19 and providing new links to M56 eastbound at Junction 20. In issuing his response in December 2002, the Secretary of State asked the Highways Agency to take forward the widening of M6 , but there would not be a A556 upgrade (other than the provision of safety measures) or additional links at Junction 20.

Twelve months after this, the Midlands M6 Toll road opened in December 2003. Following its perceived success, the Secretary of State issued a consultation in July 2004 to build a 2-lane tolled expressway parallel to M6 between Junctions 11a and 19, as an alternative to widening the existing road His response to the results of the consultation was to instruct the Highways Agency to carry out work on both options, including a more detailed development of the expressway concept and a feasibility study to compare its costs and benefits with those of the widening alternative. This work was still in progress at the time of writing, with the aim of completion by Summer 2006.

Greater Manchester authorities and the North West Regional Assembly have consistently voiced concerns about the concentration of this work on the M6 itself. There was no consideration of how the extra capacity would increase traffic on local roads within the region, particularly in the conurbations, and what means would be used to manage it without causing a further increase in congestion and journey time unreliability.

4 Broad Impact of the First Local Transport Plan

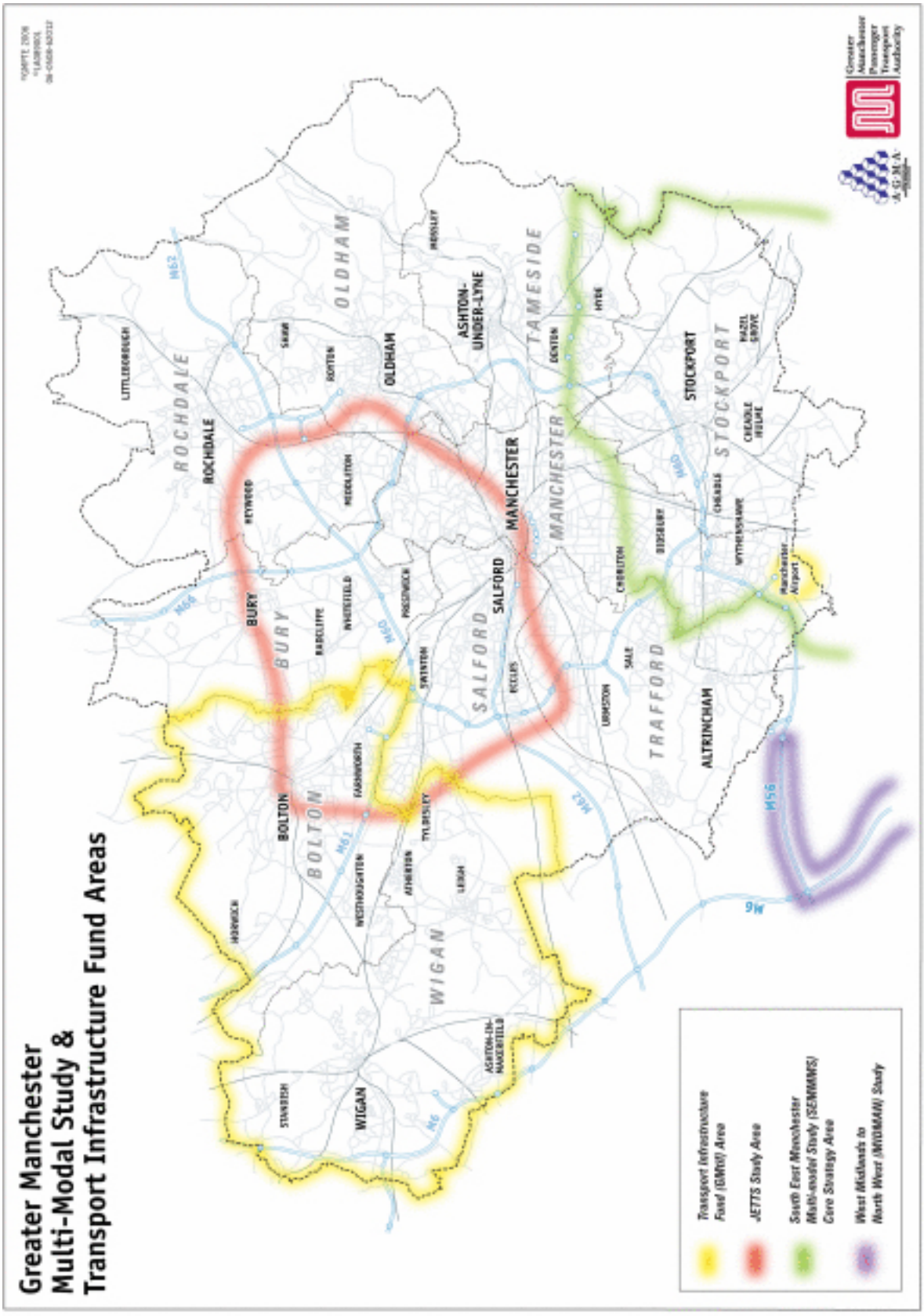

Figure 4.1 Multi-Modal Studies

Broad Impact of the First Local Transport Plan 4

4.2.2 Contribution to Local Priority Policy Areas

Links with Wider Objectives in 2001

The overall regional context for LTP1 was the then draft Regional Planning Guidance for the North West (RPG), incorporating the Regional Transport Strategy (RTS)

The Greater Manchester context set for LTP1 was a vision to establish the area as a ***creative and distinctive European regional capital*,** in partnership with a range of private and public sector bodies. The vision was to be developed through the five core objectives set out in 3.2 'Brief Summary of LTP1 Principles and Plan'. Targeting investment in this way was an integral part of sustainable regeneration strategies.

The vision was integrated with the Greater Manchester Strategic Planning framework, which set out the principles for strategic land use planning in the conurbation. These were based on the objectives of sustainable economic development; sustainable neighbourhoods; environmental improvement; and a sustainable transport strategy

The LTP thus influenced land use planning in two directions: providing the transport context for the then Unitary Development Plans prepared by Councils, and feeding up to draft Regional Planning Guidance and Regional Transport Strategy. (See also 4.2.1 'Interaction with National and Regional Objectives').

Links to other key policy areas were sought from the start of LTP1, such as health, education, crime and disorder, environmental improvement, and business development. These have been significantly delivered over the Plan period through partnership working with health agencies, crime and disorder partnerships, and engagement with Strategic Partnerships, both countywide and in the ten council areas.

Greater Manchester Strategy, 2003

This vision was further developed into a Greater Manchester Strategy, prepared in 2002/3, to promote ***a world-class city-region at the heart of a thriving north-west*.** Transport has played a significant role in the implementation of the strategy so far, using the strengths of its public transport network, while trying to address the acknowledged weaknesses of road congestion and under-investment in rail links. There are eight themes to the Strategy, of which improving connectivity (largely through transport) is one. This theme is playing a significant part in the pursuit of the other seven, as the following examples show:

4 Broad Impact of the First Local Transport Plan

Greater Manchester Strategy Theme	Types of LTP 1 schemes
Promoting a dynamic economy	Road and public transport access to employment sites
Enhancing the Regional Centre	Manchester Salford Inner Relief Route, QBCs, and rail improvements
Promoting culture, sport and tourism	Pedestrianisation and traffic management schemes, coach pick up /waiting places, access to New East Manchester, Commonwealth Games transport organisation, night buses
Raising levels of education and skills	Improving access from areas with poor public transport accessibility to a range of educational opportunities
Creating sustainable communities	Traffic calming, maintaining coverage of the bus network, footpath schemes, local centre enhancements
Reducing crime	Alleygating, street lighting schemes; initiatives to reduce crime while waiting for, or travelling on, public transport
Improving health and healthcare	More attractive facilities for cycling and walking, improving access to healthcare sites

Table 4.1 Relationship between Greater Manchester Strategy Themes and LTP Schemes

Partnership working has been a distinctive feature of policy implementation in Greater Manchester, with many organisations now appreciating the role of transport in what they are trying to achieve

Developments in the Later Stages of LTP1

The Greater Manchester Partnership (The Greater Manchester Forum) and District Local Strategic Partnerships (LSP) developed during the latter part of the LTP period, Whilst there is a transport sub-regional thematic partnership, not all the District LSPs have a transport dimension yet. Some, such as in Bolton and Manchester have developed transport thematic partnerships within the main LSP, and these bring together LTP and other funding sources to produce annual programmes.

Broad Impact of the First Local Transport Plan 4

4.2.2.1 Economic Regeneration in Greater Manchester

We have chosen to report in detail on this aspect because it is one of the key drivers related to the core principles of LTP1 (see chapter 3.2 'Brief Summary of LTP1 Principles and Plan')

Overall Performance

In terms of overall economic performance in Greater Manchester over the LTP1 period, there were **increases** in:

- The number of residents in employment, from 1.076m in March 2000 to 1.167m in March 2005.
- Productivity, as measured by GVA (gross value added) per head, from £13,000 in 2000 to £15,100 in 2003 (in real terms)
- Employment rate, from 93.3%% to 95.4%
- The range of real average gross weekly earnings across Districts, from £342-425 in 2002 to £375-469 in 2005
- The performance of the Manchester / Salford Regional Centre, the strongest in the UK outside London, with 350,000 jobs including those in the higher education institutions and at Manchester Airport.

Economic performance was therefore broadly in line with projections. Transport played a key role in the successful delivery of our economic strategy, in terms of access to services, industrial and retail sites, and assisting access to labour markets.

Key and Local Centres

Much effort went into regenerating town and local centres across the county, as part of overall initiatives to revive them in the face of stiff competition from out of centre shopping. Transport improvements including traffic management, improved public transport, cycling and walking access, road safety schemes and rationalised car parking provision were made alongside new developments and improvements to the public realm. Locations benefiting from this type of investment in the LTP1 period include Sale town centre (Trafford), Chorlton, Rusholme and Levenshulme in Manchester, Hyde and Denton (Tameside), Middleton (Rochdale), Standish (Wigan), Stockport's eight District Centres and Cadishead (Salford). Eccles, in Salford, was the subject of a package of integrated transport measures following the arrival of Metrolink in the town. Bolton replaced three key town centre bridges, in association with Network Rail; Oldham ensured that local safety schemes in centres were designed to assist pedestrian movement and take account of the need for access to commercial premises. (Other specific examples are found throughout 5 'Programme Delivery').

4 Broad Impact of the First Local Transport Plan

Case Study 1

The Renaissance of the Regional Centre

Picture 4.1 Inner Relief Route and Regional Centre

The Regional Centre of Manchester and the adjacent part of Salford is the principal economic and cultural focus of Greater Manchester, containing 136,000 jobs. There has been a staggering increase in the numbers of people living in the centre, from fewer than 1000 in 1990 to around 20,000 now. It is at the centre of the conurbation's road, bus, rail and tram networks. Part of the centre was devastated by an IRA bomb in 1996, which proved to be the catalyst for a major regeneration exercise and a renaissance of the city, together with a reduction in the amount of through traffic, facilitating a great improvement in the environment.

LTP1 was expected to support continuing commercial, residential, cultural and educational development of the Regional Centre, by improving accessibility and penetration by all transport modes, whilst maintaining convenient internal circulation.

That our objectives were realised is unquestionable: the numbers of residents and visitors continued to increase. The recent economic performance, in terms of GVA, employment and investment growth rates, out-performs even that of London and the South East. Between 2001 and 2004 alone, the city centre secured around £1.5 billion of private investment and generated around 25,000 new jobs. It is now the strongest and fastest growing regional centre, in relation to financial and legal services and the creative industries, and have one of the largest concentrations of higher education institute activity in Europe. As a final testament to the success of our transport policies, all this was secured with an increase in the proportion of people entering the city by non-car modes.

This was achieved with the support of the following schemes delivered during LTP1:

- completion of the Manchester - Salford Inner Relief Route, removing through traffic from the centre,
- Quality Bus Corridors on the main radial routes leading to the city centre, which have delivered improvements for buses, pedestrians and cyclists,

Broad Impact of the First Local Transport Plan 4

- construction of Shudehill Interchange, incorporating Metrolink, bus and car, close to Victoria rail station, the rebuilt Arndale Centre and the Printworks,
- traffic management to improve the environment and increase road safety in the Millennium Quarter,
- implementation of a city centre pedestrian signing strategy,
- creation of a number of cross-city cycle routes,
- major improvements to Piccadilly station
- modernisation of rail rolling stock operating on the sizeable local rail network
- three Metroshuttle free city centre bus service enhancing public transport penetration into the centre; and now carrying 2m passengers / year.
- establishment of the Nightbus network to support the evening economy
- rebuilding of Chorlton St coach station (not LTP funded)

Regeneration Areas

All of Greater Manchester's councils contain a range of regeneration areas (see Maps 5 and 6), ranging from New East Manchester, which hosted the successful 2002 Commonwealth Games, to peripheral housing estates and the former coalfield areas around Leigh and Wigan. LTP1 transport spending gave major support to Single Regeneration Budget, New Deal for Communities, Neighbourhood Renewal Fund, and ERDF spending in these areas, especially for local safety schemes and accessibility to jobs, in order to reduce social exclusion. Revenue funding in the form of GMPTE's concessionary fare scheme, substantially better than the then legal minimum, and support for subsidised services also contributed to economic regeneration and social exclusion reduction in these areas

Manchester Airport

Picture 4.2 Manchester Airport

Manchester Airport, the largest in the UK outside the South-East, was another area of major employment growth over the Plan period, linked to the increase in passenger numbers from 18M in 2000 to 21M in 2005. 16,000 jobs were located on site in 2000, and this had increased to 19,000 by 2005. Off-site employment (direct and indirect) grew from 18,600 to 25,300 between 1998 and 2005.Here again, LTP schemes have supported the growth in terms of surface transport improvements, ranging from elements of The Station (the major bus/coach/rail and future Metrolink interchange) to cycle routes from the neighbouring Wythenshawe area, providing access to jobs in accordance with the objectives of promoting cycling. These schemes have supplemented other funding used to provide demand responsive transport to the Airport from areas of job shortages.

4 Broad Impact of the First Local Transport Plan

Tourism

Picture 4.3 Lowry Centre, Salford Quays

The contribution of tourism to the local economy has increased over the last five years. Visitor numbers rose by 18% from 1999 to over 90 million in 2004. The contribution of this to the economy also rose, from £1.53 billion to £2.39 billion over the same period. The top tourist attractions were in the Regional Centre, Bolton town centre and Salford Quays, all easily accessible by public transport. We are encouraging sustainable tourism through investment in long distance cycle routes such as the Pennine Bridleway, publication of leaflets highlighting days out by public transport, and building on our heritage through, for example, exploiting the restoration of the Huddersfield and Rochdale Canals.

Foundations for Future Growth

Picture 4.4 Metroshuttle at Shudehill Interchange

LTP1's emphasis on improving the Metrolink, bus, road and rail networks serving the Regional Centre was a key theme underlying the launch of the Knowledge Capital initiative in late 2002. This aimed to position Manchester at the centre of the knowledge economy, with a particular emphasis on high technology, creative and service sector industries. Over the next 20 years this will lead to the creation of 50,000 more jobs in the Regional Centre, and a further 50,000 in the rest of the conurbation. This has meant that a significant demand for mobility must be met, and Metroshuttle bus services have been introduced to connect the various destinations within the Regional Centre to rail, Metrolink and major bus stations, along with a conventional route linking the Higher Education Precinct and hospitals area to Piccadilly Station.The free Metroshuttle services have been delivered by a unique partnership between GMPTA/E, Manchester City Council, the City Centre Management Company, Allied London Properties and National Car Parks.

It can therefore be seen that LTP1 demonstrated very strong linkages with economic regeneration, and indeed was a fundamental part of such initiatives in terms of improving access, changing perceptions of areas, and modernising infrastructure within them.

4.2.2.2 Quality of Life in Greater Manchester

LTP1 identified the important links between transport investment and quality of life, in terms of air quality, safety , security, health and the quality of the urban landscape in Greater Manchester, and for this reason it is the second specific aspect of LTP1 whose wider impact we are reporting. The urban fringe and semi-rural areas of the County were also considered in terms of transport-related factors affecting their ability to offer desirable recreational opportunities for urban residents.

Broad Impact of the First Local Transport Plan 4

Cleaner Air

The formation of an Air Quality Steering Group, declaration of Air Quality Management Areas (AQMA) by each council, and subsequent drafting of the Air Quality Action Plan were fine examples of coordinated partnership working across the area, involving transport planners, engineers and environmental health officers. The Air Quality Action Plan was successfully integrated with the LTP, as most of our air pollution problems are traffic related. See also Figure 4.2 'Air Quality Management Areas'

Picture 4.5 Manchester Piccadilly Air Quality Monitoring Station

Our overall transport policy to encourage modal shift to public transport, walking and cycling will, we believe, make the greatest impact on air quality, but specific measures are also needed. We have introduced a vehicle emission testing scheme, a real time air quality information site, a low emissions zone study and grants for particulate traps to be fitted to existing buses. (For more information see 5.1.4.1 'Air Quality').

Most automatic monitoring sites show a decrease in NO_2 concentrations over the period stretching back to 1996, although the decrease has not been steady from year to year, as different weather conditions play a large part in determining ground level concentrations of pollutants. The same picture is true for particulates (PM10), although in this case there were significant peaks in 2001 and 2003. The benefit of LTP1's measures are , of course, more likely to be observed over the longer term.

Increasing Safety and Security

This involves reducing fears about personal security when using public transport, walking or cycling, as well as reducing the number of road accident casualties. Many LTP schemes for traffic calming, 20mph zones and local safety have made a significant impact on this, together with street lighting improvements, and a significant number of Home Zones in Manchester, Stockport, Tameside, Trafford and Wigan. The number of road accident casualties has declined significantly owing to carefully targeted local safety schemes and educational, training and publicity measures, especially at schools. An additional contribution was made by the DfT's Neighbourhood Road Safety Initiative, established in order to address the specific problem of casualty reduction in deprived areas. (See also 5.1.3 'Road Safety').

GMPTE introduced its Nightbus network from the Regional Centre, later supplemented by schemes in Wigan and Bolton, to serve the evening economy in a way which would make passengers feel secure when returning home. A dedicated crime advisory team was established by GMPTE as the focal point for addressing anti-social behaviour on the public transport network. Codes of conduct on school buses also improved behaviour amongst boisterous schoolchildren. In Manchester and Oldham, taxi marshal schemes were introduced to regulate queuing for taxis after a night out, and this considerably reduced disputes and violence.

4 Broad Impact of the First Local Transport Plan

As with economic development, partnership and wider working has borne fruit in this area; the Safer Stockport Partnership oversaw the treatment of 37 crime hotspots by improving environmental factors and natural surveillance. LTP funding has often supplemented other resources, including New Deal for Communities and the Neighbourhood Renewal Fund, to support crime and disorder strategies.

More Pleasant Town and District Centres

Environmental and safety enhancements to town and district centres addressed quality of life issues as well as stimulating their economic regeneration. In Bury, carriageways were narrowed to improve space for pedestrians, and better facilities for disabled badge holders were introduced. A pedestrianisation scheme was introduced in Atherton (Wigan) and Prestwich (Bury) and further streets in Wigan, Bolton and Rochdale town centres were made traffic free at particular times of the day. A whole range of schemes improved streetscape, and 'clean and green' initiatives were introduced for the actual care of streets. Encouraging more people to walk along the streets increase the 'liveability' of an area, and Stockport has collected local evidence to this effect

Case Study 2

Competitive Farnworth

Picture 4.6 Farnworth Centre

The Farnworth community suffered from one of the highest levels of deprivation in Bolton, including high levels of unemployment and crime. After a successful European Regional Development Fund (ERDF) bid in 1998 Bolton Council commenced a regeneration project in the centre of Farnworth. The Competitive Farnworth Project aimed to put the area's people and employers at the centre of the regeneration process and was carried out in partnership with Bruntwood Estates Ltd (the former owners of Farnworth Precinct) and GMPTE. The project had five main components:

- The pedestrianisation of Brackley Street
- The refurbishment of the market hall
- A shop front grants scheme for town centre traders
- The erection of a new shopping unit adjacent to the post office
- The refurbishment of Farnworth Bus Station.

In addition to the main concepts, LTP1 funding was channeled into improving bus movement in and around Farnworth Town Centre and enabling better bus access to the refurbished bus station. This included junction improvements at Bolton Road / Longcauseway and King

Broad Impact of the First Local Transport Plan 4

Street / Market Street. Improved pedestrian and cycling facilities were also implemented as part of the overall plan, including better footways, improved pedestrian crossing facilities, DDA compliant dropped kerbs, cycle lanes and advanced stop lines. In additional, the Transport Infrastructure Fund programme improved bus shelters and stops to QBC standards in Farnworth town centre and on key routes to Farnworth.

In total £2,033,000 has been invested in this project of which £922,000 was from the LTP1 capital programme.

The expansion / improvement of the market hall has led to the creation of a number of new jobs. Given that these jobs include people from the locality entering the business world for the first time, this means that the job creation is significant evidence of community enterprise and new business start-ups. The project has created in the region of 270 jobs and 110 construction jobs with a further 525 jobs being safeguarded through the project. Footfall figures have suggested an increase in pedestrian movement in the centre, and shop vacancy rates in Farnworth town centre have significantly reduced as a direct result of this project.

Better Health

Picture 4.7 Hollywood Park, Edgeley

Over the LTP1 period, the connections between transport and health have been strengthened. GMPTE and Stockport have taken a lead on the health dimension of transport, with the PTE running an internal health reference group and an external one in partnership with the health sector to raise awareness of the issues. Of prime importance has been the promotion by health professionals that regular moderate exercise is essential to the maintenance of good health. Measures in LTP1 to promote walking and cycling have been particularly relevant to these aims, including:

- Setting up various practical walking and cycling projects such as the 'walk a day' prescription scheme from local GPs in Stockport, often in association with the National Health Service.
- The ability of those without access to, or who choose not to use, a car to enjoy Greater Manchester's countryside and areas beyond has been improved by the network of bus services and the continuation of the discount Wayfarer ticket which is particularly useful for families. Promotional leaflets for walks in association with these services have been produced by GMPTE.

Accessibility to healthcare is a key strand of the Accessibility Strategy, and work has been undertaken addressed at specific problem sites, including:

- ensuring transport was properly taken into account in the North East Sector clinical services reconfiguration, including emphasis on links with regeneration areas
- a project with Newton Heath Health Centre in the North Manchester Regeneration Area, to improve access for both patients and staff to local medical facilities
- the provision of minibus links to fresh food outlets for Adswood residents in Stockport
- improved bus services to Stepping Hill Hospital

4 Broad Impact of the First Local Transport Plan

Case Study 3

Northmoor Home Zone, Manchester

Picture 4.8 Northmoor Home Zone

A Homezone redefines the street space with the emphasis on designing for the wider needs of the people who live in the street rather than for the passage of motor vehicles. The street is designed so that vehicles have to travel slowly, pedestrians can share the space on equal terms with vehicles and children can play safely. A Homezone should improve safety, encourage a diverse range of uses of the street and make the street visually attractive. A Homezone is a comprehensive treatment developed with a wide community involvement and designed with the provision of social space and the needs of all taken into account.

Northmoor Home Zone Phase 1, covering 250 of the 1,400 homes in Northmoor, was one of nine pilot schemes promoted by the Department for Transport, Local Government and the Regions (DTLR) to pioneer new concepts of the use of street space. Completed in 2001, it cost £750,000, and was funded through the LTP, Manchester City Council and the private sector. Following its success the more extensive Northmoor Home Zone Phase 2 costing £1.5 million and funded via the DTLR's Home Zones Challenge Fund and Manchester City Council was completed in 2003.

The scheme pioneered intensive consultation and public involvement techniques. The evaluation of Phase 1 informed the design of subsequent phase. At the outset of the scheme the Transport Research Laboratory (TRL), commissioned by the DTLR, carried out a survey of local residents which reinforced the view that the area was felt to be untidy, had high levels of crime, a low quality of life and traffic was a nuisance. Although the actual numbers of accidents in the area were minimal, many residents felt that the traffic speeds were a danger to children especially when playing in the street. Typical mean speeds of 22 to 30kph (15 to 20 mph) were measured by the TRL.

Broad Impact of the First Local Transport Plan 4

After completion residents' satisfaction with the street increased (the percentage expressing a high level of satisfaction rose from 6% to 39%, and the percentage expressing a low level of satisfaction declined from 23% to 4%). Cycle use and local pedestrian activity including interaction between neighbours was also seen to rise. Mean speeds were found to have reduced to 10 mph and traffic flows reduced by a significant 34%.

The scheme was acclaimed for its imaginative design. The artistic involvement won a British Urban Regeneration Association (BURA) award for Best Practice in Regeneration in 2001. The Institute of Housing awarded it Best Regeneration Scheme and Best Overall Scheme in 2001. It has received a Special Award from the Manchester Society of Architects and the Institute of Civil Engineers awarded it the ICE North West Merit Award in 2002. There was widespread positive media coverage and it was the focus of our DTLR 'Centre of Excellence' award for Transport Planning.

A positive effort has been made to disseminate the experience gained, through presentations at seminars and conferences throughout the country, encouraging other authorities, designers and residents to visit Northmoor, taking part in national activities such as Architecture Week and creating a website with relevant information for other designers and residents.

Similar techniques have subsequently been applied to other areas of Greater Manchester, including Adswood (Stockport), Brooklyn St and Oldhams Estate (Bolton), West End, Ashton-Under-Lyne and Baslow Road , Denton (Tameside) and Browning Street, Leigh (Wigan).

4 Broad Impact of the First Local Transport Plan

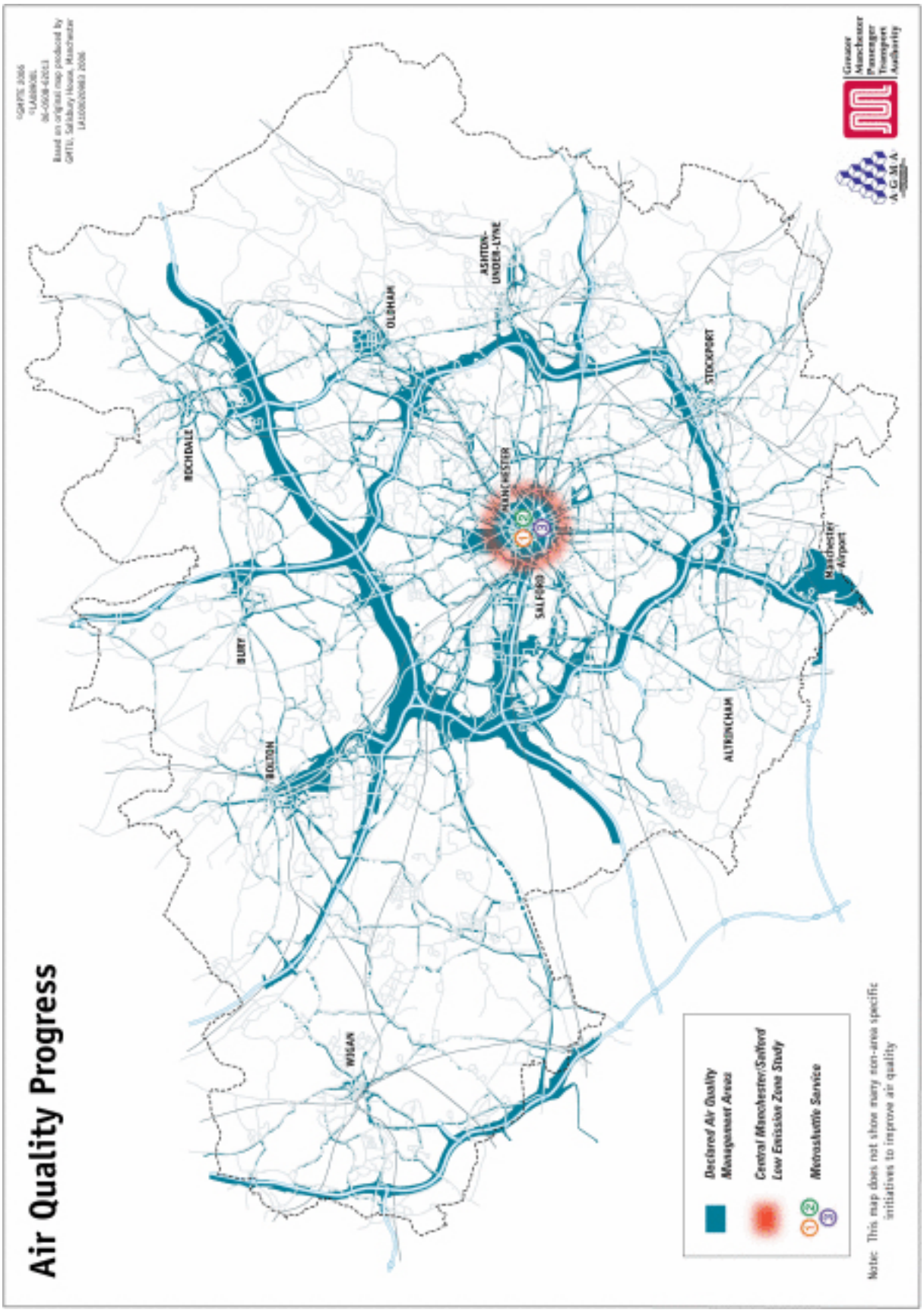

Figure 4.2 Air Quality Management Areas

Broad Impact of the First Local Transport Plan 4

4.3 Summary of Key Achievements

The summary table below summarises how well we have met our objectives set in LTP1. More detail is given in the following 5 'Programme Delivery' and 6 'Progress Towards Targets' chapters.

Objectives		LGA/Central Government Shared Priority	Degree of Achievement
A	To improve the environment, attractiveness and safety of the Regional Centre, together with the County's other town and district centres without reducing their viability	All	**Good Progress** The Regional Centre has been revitalised by the major investment attracted following the 1996 bomb The target for AM peak number of trips to the Regional Centre has been met, and the target exceeded for AM peak modal split to the Regional Centre. An increase in public transport patronage into the Regional Centre has been the main reason for this. The construction of the MSIRR, which was completed in November 2004, and QBCs on the main radial routes also had a significant positive impact on this objective. Other district centres have also been made more attractive and accessible by non-car modes, such as Eccles, Oldham, Wigan, Stockport, Didsbury and Chorlton. The decline in am peak trips and non-car use modal share to these centres has largely been halted in LTP1.
B	To reduce the impact of motorised traffic, improve road and community safety and increase the proportion of short trips made by cycle and on foot within residential areas	Road and Community Safety	**Fair Progress** The LTP1 measures have had some success in arresting the pre-plan increase in the proportion of trips to school by car, maintaining a stable modal split over the plan period to date, and reducing car trips to schools through the provision of Yellow School Buses and travel planning. Increased high-quality provision for pedestrians and cyclists, coupled with promotion and better links with the health sector, appears to have stopped the fall in the use of these modes after a long period of decline. Greater Manchester has seen reductions in child KSI casualties, cycle casualties, pedestrian casualties, slight casualty rates and child KSI accidents, although we did not quite meet our milestone for KSI targets. We have met our target for the number of residential properties in traffic calmed areas. Packages of road measures have been implemented in a bid to help reduce the high numbers of road traffic casualties, particularly to children Successful partnerships have been set up to combat crime and fear of crime on public transport and at interchanges.

4 Broad Impact of the First Local Transport Plan

Objectives		LGA/Central Government Shared Priority	Degree of Achievement
C	To develop complementary land use and transport policies which reduce the number of trips to non central locations and encourage development which can be served by a choice of mode	Congestion Accessibility	**Fair Progress** Supplementary Planning Guidance (SPD) on residential, school and workplace travel plans has been developed for voluntary adoption by councils in their Unitary Development Plans (UDPs). This will be carried forward under the Local Development Framework (LDF) system UDP policies were revised to align with this LTP objective, and S106 agreements under the Town and Country Planning Acts have been more widely used for transport improvement purposes Greater Manchester authorities were developing and implementing their town centre regeneration strategies which include elements to increase visitor numbers and improve modal split. The economic renaissance of the regional centre has been achieved without significant additional congestion. The proportion of trips by car during the morning peak has decreased since 1997, whilst the total number of trips has increased over the same period.
D	To ensure the county's transport system becomes increasingly sustainable and less environmentally damaging, whilst improving the quality of life and the health of the population	Air Quality	**Fair Progress** Major progress has been made, with the definition of Air Quality Management Areas by Councils in a co-ordinated way. Subsequently an Air Quality Action Plan for the whole of Greater Manchester has been prepared and implemented, and further work undertaken to refine AQMA boundaries and apportion pollution to particular types of vehicle. Much work has been concentrated on reducing bus emissions, and also a Cleaner Vehicles campaign has been directed against polluting cars. Many walking and cycling schemes have been implemented; and partnership working on healthy transport lifestyles and access to health facilities for those without car availability.

Broad Impact of the First Local Transport Plan 4

Objectives		LGA/Central Government Shared Priority	Degree of Achievement
E	To provide a high quality integrated public transport network to increase the attractiveness of travel by non car modes	Congestion	**Fair Progress** Extensive work was carried out across the network of QBCs. Early results from QBC corridors demonstrate increasing patronage growth, as do patronage surveys in the overall SEMMMS area. Reliability has also generally improved across network. Improvements were made to some key interchanges and passenger facilities, and on other non-QBC corridors, especially in the SEMMMS and GMtif areas. Against a pattern of bus patronage decline in all Metropolitan areas, Greater Manchester performed remarkably well in generally stabilising bus patronage across the LTP1 period. With a background of falling patronage amongst concessionary travellers (caused by demographic factors, as those reaching concessionary age are now more likely to be car owners and drivers, and also to a lesser extent by the need to increase the concessionary fare on several occasions), it is clear that the position would have been much worse but for the package of LTP interventions. However, there is still a major risk to bus patronage arising from the lack of stability in the bus market (with many registration changes over the LTP1 period), and the continuing real rise in bus fares in response to staff costs, fuel price rises and company profit targets. Major improvements were made in information availability and journey planning .Milestones for interchanges, locations with timetables for information, bus stops with timetables and accessible rail stations have all been met. Demand responsive transport has expanded, resulting in a particular increase in Local Link patronage. The milestones have been met for rail and Metrolink patronage, fuelled by underlying growth in the economy, though they have been limited by capacity constraints and overcrowding on some routes. The failure to deliver the Metrolink Phase 3 extensions, and undertake some key rail projects due to funding difficulties was a major disappointment. The Metroshuttle bus network linking transport terminals in the Regional Centre with major destinations, was successfully built up over the period from 2002, with patronage reaching 2M per annum Manchester Airport's Ground Transport Interchange (The Station) was a major new integrated transport facility contributing towards the Airport's aim of increasing public transport use for surface access. Yellow school bus routes were developed in partnership with local authorities, LEAs and schools, building on a range of other measures which have brought a 125% increase in bus patronage on those routes, and significant mode shift, along with a substantial reduction in anti-social behaviour.

4 Broad Impact of the First Local Transport Plan

Objectives		LGA/Central Government Shared Priority	Degree of Achievement
F	To ensure that the county's transport system meets the need of all sections of the community, promotes social inclusion and widens choice	Accessibility	**Good Progress** Despite the continuing withdrawal of commercial bus services, particularly in the evenings and on Sundays, we have maintained reasonable access to the bus network for the majority of the population throughout the LTP1 period. This has been achieved through support of conventional bus services and also 'demand responsive' services involving 'Local Link' minibuses or shared taxis. Our concessionary fare scheme was, and continues to be, better than the legal minimum prior to the April 2006 national scheme. We also carried out work to improve public transport access to hospitals, and to provide services in Oldham and Stockport, that enhanced access to food shopping facilities. We undertook several projects to improve accessibility to jobs for residents of disadvantaged areas. We developed accessible pedestrian facilities, including dropped kerbs and pedestrian crossing improvements. We have achieved our milestones for non-car travel to primary and secondary schools. The uptake of school travel plans increased greatly in the later stages of LTP1 as interest from schools increased and central Government funding supported the employment of school travel advisers in all councils. Cycle routes have been provided in disadvantaged areas (eg Adswood in Stockport and Alexandra Park in Oldham).
G	To make the county's transport system more accessible to people with mobility difficulties	Accessibility	**Fair Progress** Ring and Ride continued to expand over the LTP period, being provided in all council areas, and carrying 1.3M passengers per annum. There has been an increase in the percentage of accessible rail stations from 44% (1999/00) to 50% (2004/5), although this was less than we would have liked owing to difficulties in working with the structure of the rail industry. Wheelchair-accessible buses have increased over the Greater Manchester network In 1999/2000 they comprised 33% of the fleet. By 2005/6 the figure was 48%, although it was short of the 51% target which might have been expected from continuing investment in new vehicles Most authorities have made good progress updating their signalised pedestrian crossings to include facilities for disabled people. A countywide Disability Access Panel, which is consulted on access issues four times a year, was set up by GMPTE

Broad Impact of the First Local Transport Plan 4

Objectives		LGA/Central Government Shared Priority	Degree of Achievement
H	To improve accessibility for people living in rural area in ways in which reduce their dependency on car travel	Accessibility	**Good Progress** Greater Manchester has used Rural Bus Challenge and Rural Bus Subsidy Grant funding to provide services in isolated communities to improve their access to education, health and employment facilities. Rural accessibility targets have been met, despite the continued loss of commercial services, by a combination of subsidy for non-commercial routes by GMPTE and the introduction of more demand responsive services. Cycle schemes have also been created in rural and semi-rural locations. Close working with the Peak District National Park on cross-boundary issues.
I	To manage the demand for car travel	Congestion Air quality	**Fair Progress** We have achieved our target of all local authorities implementing travel plans, and the number of school travel plans, although withdrawal of funding for workplace travel plan coordinators affected our ability to meet our target for workplace travel plans. Our parking policies, which dissuade long-stay car commuting to city centres, has helped us improve non-car use modal split to the Regional Centre, and stabilise the deteriorating modal split in other key centres. We have achieved a significant increase in park and ride provision at rail stations and Metrolink stops There has been significant roadspace reallocation to favour non-car modes, especially on QBCs. Traffic growth on local A&B roads over the LTP1 period was limited to just 1.6%. Work has been undertaken on the Greater Manchester Integrated Transport Strategy (GMITS), which includes the development of a toolkit of demand management measures to underpin economic growth rather than impede it.
J	To provide for the sustainable movement of freight so as to support the economic development of Greater Manchester in ways which are consistent with the desire to reduce the impact of motorised traffic.	Congestion Air Quality	**Good Progress** A Freight Quality Partnership was set up and met regularly during the LTP1 period from 2002 onwards, producing a Freight Strategy. Early actions under this strategy were the production of a Drivers' Freight Map to assist deliveries, contribution to Government-led work on delivery curfew reviews, and raising the profile of bridge strikes by identifying the ten most affected bridges in Greater Manchester The number of HGV vehicles miles has fallen despite the growth in the economy.

4 Broad Impact of the First Local Transport Plan

Objectives		LGA/Central Government Shared Priority	Degree of Achievement
K	To provide for the movement of people and goods between Greater Manchester, the rest of the country and the rest of the world in ways which are consistent with other objectives	Congestion	**Fair Progress** There is an increased proportion of non-car trips to Manchester Airport, although this was less than was hoped for. This has been achieved through implementation of the Ground Transport Strategy, the airport's travel plan. There are annual fluctuations, but we are on course to meet the target.
L	To ensure that transport policy is integrated with and supports other relevant policies at the regional, County and local level		**Good Progress** Transport policy is well integrated with land use policy (see Objective C above) LTP1 investment has supported economic regeneration, especially in regional and town centres, and has also underpinned growth at Manchester Airport (see 4.2.2.1 'Economic Regeneration in Greater Manchester'). Transport policies have also supported quality of life objectives, through integration of the air quality action plan into the LTP, joint working with the health sector to encourage more use of active transport modes, addressing accessibility problems and social exclusion through the provision of infrastructure accessible to disabled people, and the provision of transport links to rural or deprived areas.
M	To maintain and make best use of the existing transport infrastructure	Road Safety	**Fair Progress** The Primary Route Network and M60 re-signing, and the UTC upgrade provided better information for drivers. Bridge renovation and strengthening kept routes available for essential commercial traffic Tripping claims were significantly reduced in a number of authorities, owing to better footway maintenance. Most authorities recorded improving or stable carriageway condition. (See 6.2 'Progress on Highways Maintenance' section for details). A major scheme for the rebuilding of retaining walls in Oldham was completed. A maintenance strategy was drawn up that is integrated with wider Greater Manchester priorities. Metrolink trams and stops, bus stations and selected rail stations were refurbished. Transport Asset Management Plans were starting to be drawn up in accordance with new requirements laid down towards the end of the period

Broad Impact of the First Local Transport Plan 4

4.4 Main Successes

Dealing first with successes, the LTP period was marked by the evolution of new ways of working, particularly in respect of co-ordination and partnership working.

Growth in Partnership Working

Picture 4.9 Freight Quality Partnership site visit

An important success was the growth in partnership working to align plans and programmes of different agencies which involved a transport element. This was particularly apparent with regard to transport's relationship to health, crime and disorder, and Local Strategic Partnerships. Some Councils developed transport thematic sub-groups in these partnerships; Manchester were able to draw together an annual programme using one of the Neighbourhood Renewal Fund (NRF) resource streams, and also complementing LTP expenditure, especially on road safety. Another example is the Freight Quality Partnership, which brings together freight associations, operators, local authorities and the Highways Agency to produce a freight strategy within the context of the North West Region freight strategy, launched in 2003. Finally, the relationships established with land use planning (see 4.3 'Summary of Key Achievements')were important in securing that the latter set a supportive context for the transport policies. We shall continue to develop our partnership working, especially within the context of our corridor partnership proposals in LTP2.

Development of Targets

As LTP1's implementation progressed, targets were developed in more detail, and this undoubtedly helped to focus efforts on priority areas, improve scheme prioritisation, and provide better motivation to push schemes forward. Sub-groups for particular LTP strategy areas (eg cycling and walking) were set up, and this helped to improve consistency of performance across the area.The discipline of the Best Value performance regime contributed in no small measure to this culture, and indeed local Greater Manchester indicators were further developed during the life of LTP1.

Securing Funds from the Single Capital Pot

Following the introduction of the single capital pot (SCP) from 2002/03, District Councils were generally able to secure resources from the pot, despite the resources not being ringfenced for transport and therefore open to competition from other local authority programmes such as education and social services. This is due to the recognition by authorities of the importance of transport in its own right, as well as in underpinning progress in other wider issues. There were occasions when an authority legitimately used the new freedoms of the SCP to transfer resources to another important programme, but this has balanced out over the long term.

4 Broad Impact of the First Local Transport Plan

Increasing Recognition of the Role of Walking and Cycling

Picture 4.10 Shared Use Path, Stockport

There was a successful recognition of the roles of soft modes such as walking and cycling, and in particular increasing emphasis on innovative efforts to promote them; a Cycle Marketing topslice of LTP funds assisted the delivery of Bike Week events, production of four editions of the popular 'On Yer Bike' magazine, and a website www.cyclegm.org, with comprehensive information on cycling opportunities available throughout the area. School travel plans in particular concentrated on walking and cycling, with the establishment of walking buses, safer routes, secure cycle parking facilities, and the 'Green Miles' campaign.

Establishment of a Central Team

The LTP Central Team was set up in May 2001 as a small unit to co-ordinate the work of the Greater Manchester councils in implementing the LTP, and were responsible for bringing together the Annual Progress Reports (APRs). This proved very successful, and throughout the period there has been an increasing emphasis on working together to produce an overall Greater Manchester assessment of progress. In support of this, joint working between and within authorities grew over the period. This helped to improve staff flexibility and availability.

Consultation

Picture 4.11 Home Zones consultation, leigh

Consultation was another area where significant advances were achieved, with an emphasis on the 'mosaic' approach - ie. different types of consultation undertaken in individual parts of the area, and amongst varied groups of the population. In addition to three 'Transport Matters' broadsheets covering the whole area- with both conventional distribution methods and managed targeting of food superstores- there was engagement with stakeholders, hard to reach groups such as ethnic minorities and young people, and Citizens' Panels in selected District Councils. A major audit was undertaken of all other transport-related consultations which had occurred, to ensure that no messages were missed. GMPTE also undertakes a twice-yearly tracking survey of attitudes to public transport, which has helped shape subsequent years' programmes.

Broad Impact of the First Local Transport Plan 4

4.5 Lessons Learned

It was inevitable that, alongside the successes, there were lessons to be learned. The main lessons are discussed below.

Programme Timing

There were problems with the delivery of rail schemes, as noted in 5.1.2.2 'Rail' . We had been over-optimistic in our expectations with regard to rail schemes requiring significant input from the rail industry, and will bear this in mind when developing future programmes and targets.

There were increased expectations and requirements for scheme consultation, particularly for major schemes, which had an influence on the phasing of LTP1 programmes.

Revenue Funding

Schemes implemented with capital monies required subsequent maintenance, which placed a call on local authority revenue resources whose provision was not related to the level of such works. In other cases, transport problems required revenue, rather than capital, provision for their resolution, and this could not be achieved unless specific funding, such as Urban Bus Challenge, was available. This situation meant that public expectations could not be met in a number of cases.

Staff Resources

More officer time was recognised as necessary to deliver increases in the walking and cycling modes, along with better targeting and focusing of measures. Many authorities employed specific dedicated Cycle Officers, which improved delivery.

Difficulties were experienced in recruiting and retaining suitably qualified and experienced staff. It is hoped that some of these problems can be overcome with the adoption of new working arrangements with the private sector.

Monitoring and Target Setting

Picture 4.12 Manual Traffic Survey

Scheme monitoring left some room for improvement, and in terms of making significant progress on sub-strategies, it would have been better if monitoring arrangements had been in position at the start of the programme rather than introduced part way through it. The QBC programme has now gained momentum and significant lessons are being learnt to benefit the existing programmes. The positive side of QBCs has been the development and delivery of enhancements for all road users, increased patronage on routes examined to date, improved reliability of bus services and some localised journey time savings for buses. It has however been difficult to deliver consistent route length journey time improvements.

There were many lessons learned regarding target setting, which were incorporated into the LTP2 target setting process. These included better selection of outcome based indicators, an approach more grounded in the realities of what is achievable, and acknowledgement of the interaction with other targets.

4 Broad Impact of the First Local Transport Plan

4.6 Foundations for Long Term Improvements

Robust Policy Basis

We now have a robust policy basis, covering a wide range of issues and transport's role in these, for the next fifteen years. This longer term wider policy base was developed over the LTP1 period, and summarised in the 2003 document '*Sharing the Vision, A Strategy for Greater Manchester*'. Within this framework, a long term vision for transport in the City Region was set out in the '*Greater Manchester Integrated Transport Strategy*' (GMITS), in 2005. Both these documents are described in more detail in Chapter Two of the '*Greater Manchester Local Transport Plan 2'*, which itself forms a more detailed implementation plan for the delivery of our transport vision over the next five years. They are also linked to the emerging Regional Spatial Strategy (RSS.)We can therefore plan our interventions more effectively and take advantages of new opportunities to deliver certain aspects if they arise unexpectedly.

Sound Economic Footing

A solid basis for growth in the Regional Centre and the City Region as a whole has been established, including the City Region Development Programme, and Knowledge Capital Initiative which aims to bring 50,000 extra jobs to the Regional Centre, along with another 50,000 in the south of the City Region.

More Integrated Approach

The LTP approach and the principles of the 1998 Government White Paper have encouraged a more integrated approach to transport. Multi-modal thinking has influenced the facilities put in place as part of the Quality Bus Corridor network (see Case Study 4'The Quality Bus Corridor Network'), and our efforts to improve interchange (see 5.1.2.5 'Interchange'). The South East Manchester Multi-Modal Study (SEMMMS) and Junction 18 to 12 Multi-Modal Study (JETTS) and their resultant strategies are further examples of a multi-modal methodology which was not as evident before the LTP1 period. These principles are now an accepted approach amongst transport authorities, and offer a greater chance of success in achieving our objectives.

Integration between authorities, and with external bodies, is now embedded into our culture. We are proud of the way in which we have overcome the administrative and political difficulties of being the most complex metropolitan area in the country, with ten councils and GMPTA. We now have a more mature approach to working together, facilitated by the creation of a central coordinating Joint Transport Team, and a number of joint working groups and sub-groups covering engineering, land use planning, and economic development issues, as well as more detailed work including walking, road safety and cycling. A comparison of the structure of the LTP1 document, with its separate Council annexes, with the unified LTP2 document bears witness to this improved way of working, as does the way in which we have delivered countywide projects such as the Quality Bus Corridor network. We have also carried through this approach into the process of major scheme priority selection each year.

The integration of both the Air Quality Action Plan and the Rights of Way Improvement Plan into the LTP framework has given us greater scope to ensure that air quality is tackled effectively, and that the Rights of Way network starts to play a proper role within transport networks. We expect to see significant benefits as a result during LTP2.

Broad Impact of the First Local Transport Plan 4

Good Monitoring Framework

Picture 4.13 Cycle counter site, Rochdale

Much work was undertaken in the LTP1 period to establish a good, robust Countywide monitoring system; this included the creation of one of the most comprehensive networks of automatic cycle counters sites in the country, an annual 'hands-up' travel to school survey coordinated with similar surveys in other parts of the country, and detailed monitoring of the numbers and progress of workplace and school travel plans. The monitoring framework enabled us to identify areas of weaker performance so that these could be targeted for remedial action; an aspect which looks to be yielding results in the areas of walking and cycling. We now have sufficient data to establish a meaningful trend on all key aspects of the plan, and have looked to carry these techniques into LTP2, so that the integrity of the data can be maintained over a longer time period. We are now seeking to build on this base by examining how we can cost-effectively provide more information on performance at a local, as well as Countywide, level. In addition, with assistance from DfT, we have now established a basis on which to carry out proper monitoring of congestion and bus punctuality and reliability in the LTP2 period. LTP2 targets for bus punctuality enable us to focus on problem routes and develop improvement plans with operators.

Smarter Ways of Working

We have introduced smarter ways of working to improve delivery of schemes, including a more systematic application of project management techniques, based on PRINCE2 principles. In addition, it is hoped that greater flexibility and ability to cope with fluctuating work demands offered by new service delivery partnership agreements between public and private sector will bring further benefits in the LTP2 period. Bolton, Manchester, Rochdale, Salford and Stockport have all progressed along this route.

These improved ways of working introduced during the LTP1 period, coupled with increased central government investment, have enabled us to improve the infrastructure to an acceptable base level from which we can really start to influence travel behaviour in a significant way, and contribute to our regeneration objectives. In terms of infrastructure we now have meaningful coherent networks, be they high quality public transport or cycle routes; in many other cases life-expired infrastructure has been renewed, such as that on the West Coast Main Line. In other cases, we needed to adjust our working practices and create a culture change before results could be realised; for example cycle flows have only recently started to increase, after all the hard work put into establishing the necessary conditions over the whole LTP1 period. Much the same applies to walking, and we hope to continue these recent improvements into LTP2.

Working Relationship with User Groups

The increased emphasis on consultation and participation in the LTP1 period has enabled us to develop a good working relationship with user groups, within an established consultation framework. This was fully described in 4.4 ‘Main Successes’

4 Broad Impact of the First Local Transport Plan

Focus on Travel to School

An important focus of our work in LTP1 concerned travel to school. This priority has been extended into LTP2 . Also, we hope that by raising awareness of the implications of different methods of travel, and by establishing good travel patterns from an early age, we will find it easier to maintain favourable modal splits into the future.

Better Enforcement

Nine out of the ten Councils introduced Decriminalised Parking Enforcement in the LTP2 period; the remaining District, (Tameside), will introduce it shortly. This enables Councils to improve the level of enforcement, especially where this can impact on the achievement of LTP objectives, such as reducing congestion and improving bus reliability. In addition, Manchester hosts the National Parking Adjudication System, receiving special resources via the LTP settlement to establish and maintain it.

Picture 4.14 Enforcement Officers, Stockport

Programme Delivery 5

5.1 Delivery of LTP Programme

The first section of this chapter describes the funding levels and arrangements for LT1P schemes.

The subsequent section describes the delivery of the programmes in the areas of public transport, road safety, sustainable transport, and our three optional areas of disability and social inclusion, travel to school and cycling. The map 'Key Achievements During The LTP1 Period' at the rear of this document also illustrates, where possible, the main achievements described in this section.

Our assessment of the progress of each element within these areas has been classified on a four point scale:

4: **Excellent:** successful delivery

3: **Good:** broadly delivered as planned

2: **Fair:** partly delivered with some positive outcomes

1: **Limited:** significant difficulties in implementation

5.1.1 Funding

The annual LTP funding for Greater Manchester was made available in three main parts:

- Major schemes: allocated directly to the relevant authorities, as supported borrowing and direct grant
- Maintenance: allocated directly to highway authorities as supported borrowing, latterly on the basis of a DfT formula
- Integrated Transport Block (ITB): allocated as supported borrowing as a block for Greater Manchester, and apportioned amongst authorities by local agreement (see 5.1.1.1 'Integrated Transport Block' below)

SEMMMS funding came as a discrete amount alongside the annual LTP settlement (see 5.2 'Delivery of SEMMMS Programme'). Government's contribution to the Transport Infrastructure Fund (GMtif) was also identified as a specific amount within the LTP settlement (see 5.3 'Delivery of Transport Infrastructure Fund Programme'). In addition, there were also some supplementary or emergency maintenance bids, or those associated with Primary Route Network or detrunking maintenance.

Government funding was often supported by other capital sources of funds, for example additional prudential borrowing by individual councils, European and regeneration grants, and funds from private developers. See 5.1.1.4 'Other Sources'.

Some supporting activities which are not suitable for capital funding, such as some routine maintenance, road safety educational and publicity work, and subsidised public transport services and fares, come from Authorities' revenue budgets (see 5.1.1.5 'Revenue Funding').

5 Programme Delivery

5.1.1.1 Integrated Transport Block

The Greater Manchester authorities operated their own agreed formula to try to match resources to effective delivery of the LTP strategy. This involved the following stages:

- Allocation of any specific grants or portions to appropriate authorities, such as Northmoor Home Zone pilot.
- 25% of the remainder distributed to councils for local safety schemes, on the basis of previous spend in this category
- 18.75% topsliced for Quality Bus Corridors
- 28.12% allocated to GMPTE for public transport schemes throughout Greater Manchester
- 28.12% allocated amongst Councils according to a formula which took into account population, vehicle and bus mileage, casualties and non-car ownership.

The level of expenditure on local safety schemes, Quality Bus Corridors and public transport infrastructure was estimated to be necessary in order to deliver a work programme in accordance with our strategies which would achieve our LTP1 targets for road casualties, public transport patronage and other aspects of public transport. Councils had discretion on how to spend their allocation from the ITB to meet local needs within the overall strategic framework provided by the LTP1 and its sub-strategies. This was monitored over the period to ensure that certain areas, particularly those where performance was weaker than expected, were being suitably resourced across the county.

The Greater Manchester ITB settlements and spend over the LTP1 period is set out below:

Year	Indicative amount (from 2000 settlement letter)	Actual settlement (including DfT contribution to GMtif)	Amount spent
2001/02	£35,800	£35,800	£26,126
2002/03	£32,000	£38,182	£43,235
2003/04	£32,900	£39,845	£35,168
2004/05	£36,500	£42,116	£39,178
2005/06	£36,500	£39,997	£39,678
Total	**£173,700**	**£195,940**	**£183,385**

Table 5.1 ITB settlements and spend (inc GMtif), £000s

Analysis of the figures is complicated by the fact that spend did not necessarily have to occur in the year for which it was issued. In addition, the DfT's definition of net spend, which form the basis of the figures reported here, changed in 2005 to include a wider variety of funding than previously.

Overall, the figures demonstrate that we were able to secure sufficient resources from the Single Capital Pot in the face of competition from other Local Authority priorities, and spend them broadly in line with our settlement levels. In some cases, funds were put into maintenance in order to address weaker performance in that sector; however, it should be borne in mind that

maintenance is an integral part of our programme to achieve LTP objectives, not least for aspects such as road safety, walking and cycling. In certain years, individual authorities were able to take advantage of the more relaxed rules associated with the SCP to reallocate some funding to other important non-transport related projects, but the balance was subsequently redressed in the following years.

Transport Infrastructure Fund

Year	Actual settlement (DfT + PTA contributions)	Amount spent*
2001/02	£7,000	£1,917
2002/03	£7,000	£6,092
2003/04	£7,000	£5,773
2004/05	£5,500	£6,681
2005/06	£7,000	£7,506
Total	**£33,500**	**£27,969**

Table 5.2 Total GMtif settlements and spend, £000s

These figures reflect spend against both the DfT settlement and the PTA's own resources. The DfT contribution was only £2m in 2004/05. Spend is now on track, after an underspend in the earlier years of the fund's operation.

SEMMMS

Year	Actual settlement	Amount spent
2002/03	£7,445	£4,666
2003/04	£15,000	£10,812
2004/05	£15,000	£18,953
2005/06	£6,786	£12,161
Total	**£44,231**	**£46,592***

Table 5.3 SEMMMS settlements and spend, £000s

* includes bids for additional funding for major schemes preparatory costs.

We were able to successfully spend all SEMMMS resources, although some had to be carried over in the early years. The lack of annual indicative amount hindered forward planning and the implementation of some projects which required security of funding for future years. This has now been remedied by the publication of indicative future amounts for SEMMMS for the LTP2 period.

5 Programme Delivery

5.1.1.2 Major Schemes

Major Scheme funding was made directly to the relevant authorities. A summary of major scheme settlements and spending is set out below:

Year	Actual settlement	Amount spent
2001/02	£64,483	£35,544
2002/03	£122,033	£121,521
2003/04	£73,859 (plus £20,175 withheld pending further details)	£40,339
2004/05	£29,107 (plus £84,225 withheld pending further details)	£39,273
2005/06	£25,530	£39,914
Total	**£315,012**	**£276,591**

Table 5.4 Major schemes settlements and spend, £000s

In addition, funding was secured for the SEMMMS QBC major scheme, see 8.3.2.2 'SEMMMS QBC' . Most major schemes progressed satisfactorily, with the exception of Metrolink expansion where there was disruption to the funding stream due to cost increases, and Metrolink Additional Capacity, which experienced technical difficulties. These schemes were the main reason why spend did not match the settlement for 2003/04 and 2004/05. For details on each major scheme, please see 8 'Annex 1 Delivery of Major Schemes'. Spend in 2005/06 was greater than the allocation mainly because GMPTE spent resources from the previously agreed settlements on the Metrolink Single Contract and Phase 1&2 renewals, and Tameside put some of its own resources into advance property purchase for Ashton Northern Bypass Stage 2.

5.1.1.3 Maintenance

Maintenance settlements and spend for the LTP1 period were:

Year	Actual settlement	Amount spent
2001/02	27,472	31,464
2002/03	27,225	28,950
2003/04	30,231	31,920
2004/05	29,900	35,036
2005/06	28,786	34,124
Total	**143,614**	**161,494**

Table 5.5 Maintenance settlements and spend, £000s

This demonstrates that across the county, additional funding was spent on maintenance, often transferred from the ITB pot. This was in response to worsening road condition, and increasing focus on Best Value performance indicators. Some authorities were able to secure additional funds, including Stockport and Oldham PSA agreements; for details see 6.2 'Progress on Highways Maintenance'. This has resulted in halting the deterioration, or in many cases improving the condition, of all categories of roads and footway in nine districts.

5.1.1.4 Other Sources

The implementation of LTP schemes was boosted by approximately a further 10% by non-LTP funds, which demonstrates the success we have had in integrating LTP work into the wider context. The largest component of this additional funding comprised other Local Authority funds, but significant amounts were also contributed through regeneration budgets such as ERDF, and through developer contributions. The total capital spend on transport will be higher still because some schemes totally funded from other non-LTP sources are not included in this figure.

5.1.1.5 Revenue Funding

The LTP capital programme was also supported by other complementary transport related activities financed through authorities' revenue budgets. There was increasing pressure on these budgets throughout the LTP1 period, which restricted our ability to deliver certain services to the extent that we would have wished, for example road safety education, training and publicity work, and routine carriageway maintenance. Spend in other areas was in many cases offset slightly by income generated from car parking.

5 Programme Delivery

	2001/02	2002/03	2003/04	2004/05	2005/06
Highway structural maintenance	21,708	30,179	21,599	20,209	20,326
Street light maintenance	11,027	11,335	10,742	10,279	12,240
Street light energy	5,615	5,008	5,525	10,459	6,685
Cyclic maintenance	14,601	17,229	19,779	17,721	20,229
Winter maintenance	4,225	3,768	4,381	5,712	4,945,
Bridges / structural maintenance	2,312	1,393	1,621	1,537	1,476
Traffic management & safety	3,011	4,205	4,837	4,224	3,584
Urban traffic control	4,833	3,568	3,436	3,245	3,258
Greater Manchester Transportation Unit			769	611	649
Road safety education, training & publicity	4,958	5,563	5,560	5,765	2,127
School crossing patrols					3,907
Car parking	3,193	1,081	4	1,739	-1,758
Concessionary fare support	44,360	42,260	39,990	40,617	35,664
Subsidised bus services	8,100	9,870	13,650	12,606	14,866
School transport	7,450	7,330	7,980	8,056	8,607
Metrolink	1,260	820	3,460	2,257	1,194
Accessible transport	4,510	4,620	5,800	5,834	6,030
Rail	60,340	73,520	81,480	70,140	60,684
Passenger facilities and services	6,220	2,870	11,910	4,032	5,044
Finance costs	29,531	31,220	49,347	55,077	29,961
Planning & design	3,410	1,989	1,602	1,530	2,297
Other	14,949	9,221	6,329	5,955	5,416
TOTAL	**255,905**	**275,334**	**299,801**	**283,743**	**239,762**

Table 5.6 Complementary Revenue Funding (£000s)

5.1.2 Public Transport

5.1.2.1 Bus, including Quality Bus Corridors

In LTP1 we planned to increase bus patronage as a principal part of our strategy to achieve modal shift. In particular we aimed to implement a network of Quality Bus Corridors, and the Leigh-Salford Manchester Quality Bus Corridor, which includes a section of guided busway. We also planned to build new bus stations at Middleton, Hyde, Wythenshawe, Rochdale, Altrincham and Shudehill in Manchester.

In order to achieve our objective, we were also dependent on the actions of bus operators' fares policies, routes, frequencies and quality of service. One large operator had particular staffing and engineering problems in the mid to later part of the LTP1 period which impacted on reliability and patronage; GMPTE worked closely with the operator's senior management to improve performance. In addition, larger socio-economic trends outside our control, such as the decline in concessionary trips caused by increasing car ownership and greater independence of concessionary groups, also affected patronage.

Our achievements include:

- overall a relatively stable level of bus patronage, in the face of a national decline
- a recorded increase of around 12%-14% in bus patronage on some Quality Bus Corridors
- an increase in user satisfaction with bus services from 69% in 2002 to 82% in 2006
- a more generous concessionary fares regime than the required minimum

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Develop a Bus Strategy	**Achievement level : 4** We published a Bus Strategy in 2002. The main elements had already been established through the Integrate Project, where we worked in partnership with operators to bring about improvements in services, information, ticketing, waiting facilities and interchange (see 5.1.2.6 'Information').
Implement a network of Quality Bus Corridors to give greater priority to buses, improve quality and bring about modal shift on key corridors	**Achievement level : 3** The planned QBC network was for 33 corridors. The Councils and GMPTE began to implement 25 of them through topslicing funding from the minor works settlement. However early experience showed that the desired level of improvements could only be achieved by developing a series of major scheme projects to tackle groups of roads in local areas. The SEMMMS QBC and Northern Orbital QBC schemes were therefore developed for the remaining 8 original corridors and to improve journey time reliability on a number of routes around the Airport . The SEMMMS and Northern Orbital schemes are on schedule for completion in 2008 & 2007 respectively, as planned.

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	The M60 Junction Eighteen to Twelve (JETTS) Multi-Modal Study proposed a further major QBC scheme. The Regional Funding Allocation process suggested that this scheme should start in the period 2009/10 to 2015/16. A Transport and Works Act application was made for the guided section of the Leigh-Salford-Manchester QBC scheme and a public inquiry held in 2002, but Powers were not granted until 2005 (Traffic Regulation Orders for the on-highway section were obtained in 2003. The scheme is now awaiting full funding approval. (See Case Study 4'The Quality Bus Corridor Network' for further details of the QBC network).
Partnership with bus operators	**Achievement level : 2** Since LTP1, improvements have been made to the bus network by GMPTE and Councils working with operators on a voluntary basis via the Integrate project, notably the QBC programme, information and ticketing schemes, improvements in network stability and latterly in service reliability. However, performance still falls short of passenger requirements in a number of respects. Significant interventions are needed if the bus is to attract people away from their cars in sufficient numbers to respond to the forecast economic growth without adding to congestion. In recognition of this, our approach has been modified for LTP2; Corridor Partnerships will be adopted to integrate bus services and infrastructure improvements with wider economic and social strategies in partnership with operators. Where this does not prove possible or successful, and the only practical way of delivering the required improvements is through either a statutory Quality Partnership, an enhanced Quality Partnership or, as a last resort, a Quality Contract, we will seek the powers to introduce these and have undertaken preparatory work to facilitate this.
Integration of services with those of the health, community and voluntary sectors	**Achievement level: 2** GMPTE has been working with key stakeholders such as Local Authority transport services departments, the Greater Manchester Ambulance Service and providers in the not-for-profit sector, to develop an Integrated Social Needs Transport (ISNT) product delivered in a cost-effective and co-ordinated way. A successful pilot project integrated GMPTE's Ring and Ride service with those of a community transport provider and a local authority, with the result that the resources of the latter two organisations were more fully

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	utilised and the refusal rate for Ring and Ride bookings was reduced. GMPTE has also worked to build capacity in the community transport sector, to the extent that community transport organisations now operate some of GMPTE's tendered demand responsive services. (See also 5.1.5 'Disability Issues and Social Inclusion').
Improvement of punctuality and reliability	**Achievement level : 2** QBCs have been key to improving reliability, which has been achieved on the routes examined to date. Away from the QBCs we have begun to tackle unreliability through the development of remedial measures and targets in Performance Improvement Partnerships with operators. In the last year most operators have shown an increased willingness to engage in the Service Performance Monitoring process. The majority of the 12 largest operators are now showing improved period on period performance, and none are declining.The reliability and punctuality of buses (timetabled services) have improved considerably: reliability from 92.3% (2004/05) to 93.9% (2005/06) and punctuality from 76.1% (2004/05) to 78.2% (2005/06). Larger improvements have been achieved on subsidised services where performance has been brought closer to that in other PTE areas. This is as a result of an improved contract monitoring procedure, including the use of Electronic Ticket Machine data to deduct payments for services which operators failed to run. Councils have also systematically targeted schemes at congestion hotspots across the county, which were identified by bus operators as being particularly problematic.
Improved waiting facilities	**Achievement level : 3** We completed Middleton,and Hyde bus stations, Shudehill Interchange and the Manchester Airport Ground Transport Interchange (The Station). Bolton Interchange was also rebuilt. Major scheme bids were submitted for Altrincham and Rochdale, but these schemes have not yet been approved. The proposed Wythenshawe bus station scheme has been delayed due to uncertainties over the impact of a town centre regeneration scheme, but will be brought forward in due course. In addition to the originally planned schemes we have built a new Interchange at Eccles, adding

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	value to a town centre regeneration scheme. We have also carried out smaller refurbishments at other bus stations in Farnworth, Whitefield and Ashton-under-Lyne. We have started a programme of additional high quality bus shelters and installed a larger type of shelter at some very busy locations. We have also carried out numerous improvements at other bus stations in terms of accessibility, safety and security and passenger comfort.
Improve the accessibility of the bus network, including in rural areas	**Achievement level: 3** Section 5.1.5 'Disability Issues and Social Inclusion' sets out our achievements in this area, including integration with the voluntary, health and education sectors and with taxis and the work we have done in rural areas (see also 5.1.4.4 'Rural Issues') . Section 5.1.2.5 'Interchange' describes the steps we have taken to integrate bus services with each other and with other modes.

Case Study 4

The Quality Bus Corridor Network

The flagship QBC network as proposed in LTP1 is substantially complete, with 172 miles of QBC involving 24 routes and more hot-spot treatments across all Districts in the County. The project is overseen by a joint board comprising representatives of GMPTE, Councils and operators. The delivery mechanisms evolved throughout the period, with some parts of the network being delivered through major schemes (SEMMMS and Northern Orbital) as opposed to the Integrated Transport Block topslice. The project aimed to create a step change in the quality of bus travel along a network of radial and orbital routes connecting the main centres in Greater Manchester, thereby increasing reliability, patronage and customer satisfaction, and providing a credible alternative to the private car.

The QBC network involved the introduction of many facilities which not only benefited bus journeys, but the journeys of bus passengers to and from bus stops, and users of other modes as well. This approach offered better value for money than pursuing bus priority measures in isolation from other policy objectives. Overall, the QBC programme in LTP1 provided:

- 81 bus lanes covering a combined distance of 27.5km (17.1 miles)
- 91 cycle lanes over a total distance of 19.2 km (11.4 miles)
- 164 cycle advance stop lines provided at traffic signal junctions
- 149 traffic management measures to facilitate general traffic improvements and to ease the passage of buses, including works such as turn bans, one-way orders, road marking changes, and bus only restrictions

Programme Delivery 5

- 1271 parking and loading spaces have been formally created to benefit local areas and to reduce the impact on passing bus services. These are either marked on street or in new lay-bys
- 182 traffic signal improvements have been delivered, with 319 pedestrian facilities being introduced across existing junction arms
- 131 existing junctions have been included within the SCOOT Urban Traffic Control system to improve their operating efficiency
- 20 new traffic signal junctions have been created, all incorporating new pedestrian facilities
- 97 Pelican and/or Puffin crossings have been provided
- 32 un-signalised pedestrian crossings have been provided, such as refuge islands or kerb extensions to reduce crossing widths
- 60% of bus stops within the programme have been upgraded to QBC standards, with easy access kerbing, new improved boarding platforms, new stop poles and shelters where required.

Districts have also made improvements to their local centres such as wider footways, higher quality paving and improved street lighting, to complement QBC works by improving the environment

Although work has been carried out on all corridors, only the Bolton-Leigh corridor is fully complete. It is therefore premature to assess the outcomes of the QBCs. The situation is also further complicated by changes in the context and circumstances of individual corridors, making it difficult to link observed changes with measures. Nevertheless, we have noted improved patronage and reliability, but not necessarily whole corridor journey times owing to the delay caused by additional pedestrian crossings and other necessary traffic management measures. Passenger interviews have shown that a higher proportion of QBC passengers, compared to non-QBC passengers, thought that their service had got better since they started using it, and users' perceptions of the service features rated were considerably more positive on the QBC routes than on non-QBC routes.

5 Programme Delivery

Case Study 5

The A6 Manchester - Hazel Grove Quality Bus Corridor

Background

The A6 QBC runs from Manchester City Centre, through Levenshulme and Stockport to Hazel Grove, on the south east edge of the conurbation. It is an intensively used corridor, not just by high-frequency bus services, but also many other modes including much freight traffic. Congestion on the route caused great problems of bus unreliability. In addition, sections of the route had a poor safety and air quality record.

Description of works

In brief, the works entailed the creation of significant sections of bus lane, traffic signalled junction redesign, traffic queue relocation and upgraded shelters and stops. In addition, many new crossings were installed, including a Pegasus crossing for the multi-user Trans-Pennine Trail, and parking arrangements were rationalised in order to minimise disruption of parked vehicles whilst maintaining access to local services along the route. Real time information displays are in the process of being installed at key stops.

Outcomes

In summary, the table below highlights the achievements along the A6 to date.

Increased Patronage	Reliability Improvement	Whole Route Journey Time Improvement	Scheme Journey Time improvements	Pedestrian Improvements	Cyclist Improvements	Improved Quality (fleet age)
Yes	Yes	Partly met	Partly met	Yes	Yes	Yes

In addition, complementary investment to improve the environment has been undertaken by councils in local centres along the route, such as Longsight, Levenshulme and Hazel Grove.

Patronage data has been provided by the primary operator and this has demonstrated that following a decline in patronage between 2000/01 - 2001/02 steady growth has been achieved year on year following the implementation of the QBC measures. This growth represents an overall 12-14% growth in patronage between 2000/01 and 2005/06 against the overall decline and more recent stabilisation of bus patronage across the county.

The reliability of the service has also improved between 2003/04-2005/06 as demonstrated by the reduction in long gaps (21% to 4%) and increased the departures per hour in line with the traffic commissioners targets (9% of time gaps reduced to 0%), although this improvement is expected given the frequency of the route. Reliability, as measured by excess wait times, show the 192 service is now one of the best performing routes within Greater Manchester. In addition data has shown improvements, particularly in the southbound direction, heading out of Manchester where average journey times are converging (ie. less variance by time period). It is also notable that journey times have stabilised and the operator has been able to maintain the frequency without the need to provide extra buses within the schedule over the last 5 years.

The journey time data demonstrates mixed results, which must be understood in the context of the deliverables. Significant improvements for pedestrians have been achieved along the A6 corridor which have generally worsened the conditions for general traffic flow. As such, further work is being undertaken to model the with and without scenarios to understand the full benefits of QBCs.

The provision of the pedestrian improvements should have been offset by the delivery of traffic light pre-emption to provide additional priority for buses; however this has been delayed. Trials of the technology are taking place and it is now programmed to deliver traffic light pre-emption at 30 junctions along the A6 during 2006. To date, despite the lack of good quality before data, analysis of journey time data has demonstrated the following:-

- The queue relocation scheme in Stockport Town Centre has reduced am. peak bus times by 10% (Car times have increased by 10%).
- Bus journey times have improved by up to 14% in the northbound evening peak, but worsened by up to 12% in the morning peak northbound.

Other Improvements

- At the end of the LTP1 period, before a round of intense competition between two operators, 90% of the vehicles on average were low floor, although this has remained steady through the programme
- Similarly, 52% of the buses were 1-3 years old and the number of buses between 6-10 years had declined from 97% to 40% between 2003 and 2006.

Work continues to be delivered on the A6, and real time information will also shortly come on stream.

5.1.2.2 Rail

In LTP1 we aimed, in conjunction with the franchise replacement process, to increase the frequency and reliability of services, improve stations (particularly in terms of accessibility), increase the amount of park and ride spaces and build ten new stations to improve access to the network. Despite the funding difficulties, the railway network is now generally operating more reliably than in the recent past, with fewer cancellations and better time keeping. The West Coast Main Line renewal works, whilst causing severe disruption during construction, will continue to improve this situation. Along with the success of the Regional Centre economy, this probably explains why we have seen steady increases in rail patronage at all times of day over the last few years. The limited influence of GMPTA and local authorities on rail services and infrastructure provision should be noted, especially with regard to fare levels, service frequencies and key aspects of service quality.

We were able to :

- meet our target to increase rail patronage, by 18% between 2001/02 and 2005/06
- increase user satisfaction of rail services from 75% in 2003 to 90% in 2006
- provide over 280 additional park and ride spaces spaces at stations
- increase the number of fully accessible stations by 16%, from 48 in 1999/00 to 56 in 2005/06

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Assessment of existing facilities and identification of specific projects to increase mode share	**Achievement level : 4** We have developed the Greater Manchester Railplan and undertaken development work which will allow schemes to proceed in the future. We have assessed each station in Greater Manchester and identified the improvements required, particularly in terms of accessibility and safety and security. Schemes for a number of stations on the Airport line are in an advanced stage of development and will build on platform works planned by Network Rail.
Develop partnerships with the rail industry	**Achievement level : 1** In terms of improving stations, success has been limited, partly due to the financial difficulties of the rail industry during the LTP1 period together with changes in franchises, and also partly due to the fragmented nature of the industry at the time which made it difficult to negotiate solutions.
Small number of flagship stations to undergo major improvements	**Achievement level : 3** We have worked with the industry and contributed LTP funding to improve the passenger benefits from improvement schemes at Piccadilly, Stockport and Ashton stations. These stations have been significantly improved and have contributed to town centre regeneration
Improvements to other stations	**Achievement level : 2** Elsewhere, for the reasons outlined above, our focus has been on improving park and ride, as schemes outside rail land have proved easier to implement. We have provided over 280 additional parking spaces spaces at stations, with schemes at Marple, Bredbury, Horwich Parkway, Hindley, Greenfield and Westhoughton, bringing the total to 2,600 on the local rail network. We have also provided a ticket office and waiting room.at Horwich Parkway Some progress has also been made on increasing the number of accessible rail stations, with eight more stations becoming fully accessible (see also Table 6.6 ‘Summary of progress towards local targets’).

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Contribute towards a number of new stations	**Achievement level : 1** No new stations were built during LTP1, because of the difficulties in dealing with the structure and financing of the rail industry.
Improving integration with other modes	**Achievement level : 3** We have taken steps to improve the integration of rail services, by providing three free Metroshuttle services (linking central Manchester stations with key locations, including car parks), free travel on Metrolink in Manchester City Centre for rail passengers, providing rail/bus/taxi interchange at rural stations (Blackrod, Glazebrook and Greenfield), Rural Bus Challenge, and through providing interchange information at rail stations (see Interchange). Through the Railplan GMPTE and the councils are developing the Station Development Zone concept, in which the environment around the station for pedestrians and cyclists is improved at the same time as station improvements themselves, and that opportunities are identified for higher density development near stations. Examples of the application of these principles include surfacing and lighting improvements to footpaths around Gatley, Hazel Grove and Rose Hill stations in Stockport, and new residential development adjacent to Bredbury station, and under construction next to East Didsbury station. Secure cycle parking has also been installed at 46 rail and Metrolink stations, including 103 long-stay lockers.

5 Programme Delivery

Case Study 6

Rail Station Improvements

A programme of station improvements has been implemented in LTP1 to improve rail infrastructure, with the aim of improving patronage and contribute to congestion reduction. The approach taken was to develop schemes that are value for money in a largely opportunistic way, particularly where there is an opportunity for joint funding and partnership working. **Piccadilly Station** benefited from major engineering works over the LTP1 period, funded mainly by Railtrack. These included

- a new train shed roof, platform resurfacing and a travelator to provide easier access to the through platforms,
- complete remodelling of the concourse with new ticket facilities, retail outlets and better train information boards,
- greatly improved Fairfield Street access with enlarged taxi rank and short stay parking, and
- an improved main approach with better lighting, widened pavements and restrictions on access limited to buses, police, maintenance vehicles and cyclists.

Picture 5.1 Piccadilly station concourse

LTP funding contributed to the provision of additional information screens at the Fairfield Street entrance, an enhanced terminal facility on the part of the approach ramp used by the Metroshuttle services, and improvements to the pedestrian access and street lighting. The completed station won the 'Large Interchange Project of the Year' and the 'Judges Special Award for 2003' in the Integrated Transport Award competition.

Picture 5.2 Stockport Station

Stockport Station refurbishment was officially opened in November 2003. GMPTA contributed £760,000 to the £3.5m joint project with Network Rail, Stockport Council and Virgin Trains. The scheme provided a new two-tier concourse entrance, enquiry and ticket booking area and waiting room, new disabled and short stay parking, an upgraded underpass with better lighting and CCTV, remodelled taxi rank and better traffic circulation on the adjacent roads. A new platform has been built, but is awaiting upgraded signalling before it can come into use. Bus calming measures were introduced at the station, along with construction of specific passenger crossings and an experimental speed monitoring machine. The nearby Grand Central car park has been included in the town centre's variable message signing system to helping visitors find car parking spaces easily.

Ashton -under-Lyne Station rebuilding was completed in 2003/04, after an opportunity was taken to add value to a Network Rail scheme by improving passenger facilities. The station was in poor structural and physical condition due to the lack of maintenance for many years and had poor accessibility and passenger waiting facilities. The works comprised a new ticket office and waiting hall, together with a lift for disabled access.

Picture 5.3 Ashton-Under-Lyne Station

In addition, work also started to improve Salford Central station significantly, which will greatly enhance passenger facilities in a rapidly developing area of the Regional Centre. GMPTA agreed a £1.25 million contribution to Railtrack works at Manchester Victoria Station to replace the remaining areas of leaking roof. Crowd handling improvements were made at Horwich Parkway station in connection with events at the Reebok stadium, with subsequent provision of a new ticket office and waiting room.

5.1.2.3 Metrolink

We planned to build on the success of the Bury - Altrincham and Eccles Metrolink lines, in terms of patronage and modal shift, by extending the Metrolink network to Oldham / Rochdale, Manchester Airport and Ashton-under-Lyne, as well as increasing vehicle capacity and improving stops on the Bury-Altrincham line. In addition, we planned to include extensions to Trafford Park (to be funded by the private sector), the Lowry and East Didsbury in the contract documentation for the 'Single Contract' and invite the private sector to bid for their construction. We also planned to continue development work on a scheme to extend the East Didsbury line to Stockport.

We also planned to open a number of new stops on the Bury-Altrincham line. This work was considered to be the most appropriate transport solution to assist regeneration in these corridors and enable us to achieve our economic goals without compromising policies on achieving modal shift and limiting traffic growth which would otherwise harm the economy and environment.

We were able to :

- achieve a 16% increase in Metrolink patronage between 2001/02 and 2005/06
- increase user satisfaction of Metrolink services from 84% in 2003 to 95% in 2005/06
- improve 18 Metrolink stops
- provide 720 additional park and ride spaces

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Expansion of the Metrolink network (Phase 3)	**Achievement level :1** Funding for the three new lines (known as the 'Single Contract') was announced in 2000 and the tendering process began. We carried out advanced works at a number of locations, including the clearance of land for the proposed depot at Old Trafford, rebuilding St Mary's School, Droylsden and works at Central Park Manchester. In July 2004 the Secretary of State withdrew funding owing to the rise in cost of the project. A ministerial working group was set up with DfT to find a way forward and met between September and December 2004. The Government subsequently confirmed that the original offer of £520m was still available for Metrolink expansion in Greater Manchester. In April 2005, the countywide Integrated Transport Strategy, developed by GMPTA and AGMA, was submitted to DfT. This reaffirmed Metrolink as the most appropriate solution for the Oldham/Rochdale, Ashton and South Manchester/Manchester Airport corridors and set the light rail proposals in a multi-modal context, with supporting behavioural change strategies. It also included a revised procurement strategy for Metrolink. Following more detailed appraisal, the South Manchester/Manchester Airport scheme was modified and only the eastern section of the loop which travels through Wythenshawe to Manchester Airport is now included in the current scheme. The revised scheme is £40M cheaper than the original, and makes the line the best performing of the proposed extensions in terms of costs and benefits. The powers that would enable the western part of the loop to be built will , however , be retained, in order to improve transport links to Wythenshawe Hospital further, and to serve proposed developments in the Davenport Green area. Metrolink Phase 3 has been identified as a priority for regional funding allocation in the regional prioritisation process, and spend can now progress on this. We are also exploring other funding sources, including the Transport Innovation Fund, and prudential borrowing. Dialogue with DfT is continuing. We submitted a major scheme bid for the Stockport extension in 2001, but government assessment of the scheme became bound up in discussions on the Single Contract. As a result, we were unable to proceed with a Transport and Works Act application. We are still committed to progressing this scheme as soon as possible.

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Increasing capacity on the Altrincham-Bury line	**Achievement level : 1** The need to provide additional vehicle capacity for the existing Metrolink lines arose from the fact that peak hour services are overcrowded and the tram stock is insufficient to deal adequately with demand and with the need for trams to be out of commission for repairs and/or regular maintenance. The most cost effective way to buy new vehicles was to do so as part of the Single Contract. However, because of the lengthy timescale we attempted to solve the problem by adding centre sections to existing trams or by buying secondhand vehicles. Both approaches failed for technical or logistical reasons so we modified our approach by adding additional vehicles and infrastructure enhancements such as renewed track & ticket machines (the need for which had become apparent during LTP1) to the Single Contract.
Improvements to existing network	**Achievement level : 3** We carried out a programme of improvements to stops on the Altrincham-Bury line, including platform renewals, removal of unnecessary footbridges and redundant structures on platforms. We also fully opened the Cornbrook stop, which was previously an interchange only with no street access, to reflect the increased activity in the surrounding area as a result of ongoing investment in regeneration. We are undertaking a refurbishment of the Phase 1 tram vehicles, including new floors and livery which improves door visibility for partially sighted people. In July 2005, the Secretary of State conditionally approved proposals which had been submitted in January 2005 for the allocation of £58m of the £520m originally agreed for the Single Contract to fund 8 additional trams, improvements to stops (including lighting, information and accessibility, along with new ticket machines) and major infrastructure works including the upgrade and renewal of the sections of former railway lines and other works in Manchester city centre. The approval of this spend is subject to a number of conditions being met, in particular that there will be no increases in cost. The £44M balance of the programme will be funded by GMPTE. The total funding package will deliver the following improvements to the existing network: • capacity improvements and system reliability works – primarily 8 additional trams together with the associated facilities and Infrastructure upgrade works including those necessary to meet Disability Discrimination Act requirements and enhance personal safety

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	• track improvements • new ticket vending machines A shortlist of four bidders has been drawn up for the supply of trams, and another five companies have been invited to bid to renew the track.
Additional stops	**Achievement level : 1** The delay in increasing vehicle capacity has meant that we have not pursued plans for additional stops on the Altrincham-Bury line other than the Shudehill Interchange in central Manchester. We have however, increased car parking at a number of stops, providing 271 spaces, in order to alleviate on-street parking problems. We also built the 450 space Ladywell park and ride facility on the Eccles line. There are now 1,300 spaces at Metrolink stops.

Case Study 7

Improvements to Stops

Picture 5.4 Shudehill Interchange

Apart from the Manchester city centre sections, the stops on the Altrincham-Bury line were all conversions from the original British Rail stations with minimal change other than accessibility improvements and the addition of CCTV and ticket machines. As a result some of the infrastructure was in urgent need of renewal.

During LTP1 we carried out a programme of improvements at these stops, including:

- The removal of redundant former rail structures such as dividing walls within passenger shelters to improve personal passenger safety and security

- Additional car parking at Crumpsall, Besses o' th' Barn and Whitefield, with improved disabled parking and cycle facilities, and improvements at Prestwich and Radcliffe to the signing and lining
- New disabled parking and improved lighting in car parks
- Additional or revised CCTV
- Removal of enclosed wooden overbridges at Timperley, Crumpsall,and Bowker Vale
- Platform renewal to provide level access throughout, along with tactile paving
- Upgrading access ramps to meet current DDA standards
- Refurbished staircases
- Upgraded passenger canopies
- Improved lighting and public address systems
- New stop at Shudehill in anticipation of the opening of the major interchange (January 2006)
- Making Cornbrook fully accessible from the street, as opposed to an interchange-only stop
- Major improvements to the subways at Prestwich,Radcliffe and Besses o 'th' Barn.

In all, 18 stops underwent some kind of improvement, but a considerable amount of work remains to bring them up to preferred standards, and the Metrolink Phase 1 & 2 Renewals scheme, for which the tendering process is underway, will allow us to make further improvements to lighting, accessibility and ticket machines. Along with the increased tram capacity and infrastructure renewals which form part of the same scheme, this will ensure that Metrolink remains an attractive alternative to the car.

Case Study 8

The Eccles Extension

Picture 5.5 Eccles Interchange, Salford

The Metrolink extension to Salford Quays and Eccles opened in two stages. The first section to Broadway opened in December 1999, with the second section from Broadway to Eccles opening in July 2000. It provides links both to central Manchester and the developing employment/leisure facilities at Salford Quays. A Metrolink / bus interchange was built in Eccles town centre in 2002 along with a major 450 space park and ride facility at Ladywell. In 2005 the Cornbrook stop which had previously just provided interchange between the Altrincham - Bury and Eccles lines, was fully opened with access from street level, reflecting

5 Programme Delivery

the regeneration of the surrounding area. Patronage has grown steadily throughout the LTP1 period, both in the peak and off peak, reflecting the growth of Salford Quays as both an employment and leisure / shopping destination.

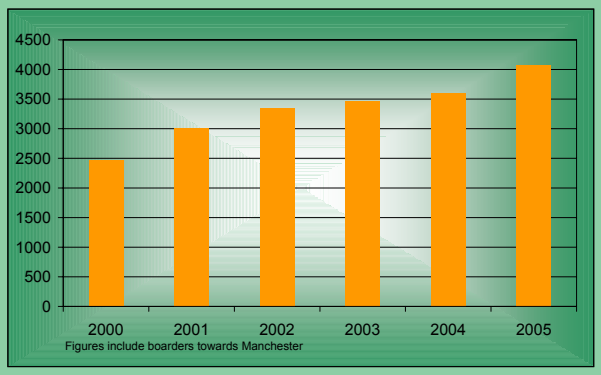

Figure 5.1 Patronage Trend on Eccles Metrolink Line

5.1.2.4 Taxis

In LTP1 we acknowledged the important role of taxis and private hire vehicles (PHVs) in the integrated transport network by serving a demand to/from remote or dispersed locations or at times that cannot be served by other modes such as bus or rail

We were able to :

- develop a voluntary service standard for taxis contracted to GMPTA
- introduce demand responsive transport schemes to supplement the local bus network, six of which are currently shared taxi services

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Development of voluntary service standard for taxis and PHVs contracted to GMPTA	**Achievement level : 4** In addition to specifying pick up times within 30 minutes of the desired time, and punctuality standards, GMPTE's service specification for Demand Responsive Taxi services sets out standards for vehicles which include accessibility, repair/ maintenance, driver training in customer care and disability issues.

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Further development of interchange points and other initiatives to integrate taxis further into local transport networks	**Achievement level : 2** Taxi ranks or drop offs are included in new bus station design, and have been introduced at rural rail stations (see below). Examples include ranks provided next to the new Hyde bus station, and at Eccles. In centres with an extensive night time economy, taxis are unable to meet the demand when pubs and clubs close. Nightbuses were therefore introduced, initially in Manchester and later in Wigan and Bolton (a further pilot in Altrincham was withdrawn due to lack of demand), to disperse revellers more rapidly. This has reduced the crime and disorder associated with waiting for transport home. A taxi call point was installed at Stockport bus station, mainly for the benefit of coach travellers.
Further development of arranged passenger transport using taxis	**Achievement level : 3** Taxis are also used to supplement bus services in areas of very low demand (see Case Study 9‘’)
Creation of taxi/bus interchanges at three rail stations, funded from Rural Bus Challenge	**Achievement level : 4** Facilities for taxis / buses have been provided at Blackrod, Glazebrook (in Warrington but close to the border with Salford) and Greenfield
Distribution of handbook to apprise drivers of DDA requirements and customer care.	**Achievement level : 4** See Case Study 10‘Taxi and Private Hire Development Work’ below
Improvements to the licensing arrangements	**Achievement level : 2** Taxis in Manchester and Stockport are required to meet emissions standards in order to be granted a licence.

5 Programme Delivery

Case Study 9

Arranged Passenger Transport (APT)

In partnership with taxi/PHV operators, we have introduced a number of APT services in areas where demand is too low to merit a full bus service. These shared taxi services either provide new links to facilities or replace bus services which have been withdrawn. Users book up to 30 minutes in advance and are given a 15-minute pick up slot. Passengers are taken to a destination that tends to be limited to local shops and hospitals, or an interchange point (often a rail station). Some services operate throughout the day, whilst others operate evenings and Sundays only. Fares are slightly higher than equivalent bus journeys, but lower than taxis. More than 20 services now operate across the county re-branded as *Local Link* . Some were funded through Rural Bus Grant and Rural Bus Challenge. Most users are women (mainly over 50s) with no car available. They often have some form of mobility impairment and use the service for shopping, leisure and travel to hospital. Surveys suggest good user satisfaction ratings. In 2004/05 the total patronage on Demand Responsive services, including taxi-based DRT, was in excess of 164,000.

Case Study 10

Taxi and Private Hire Development Work

In September 2005 GMPTE carried out a questionnaire survey, which was sent to the ten Greater Manchester licensing authorities to establish policies and practices with regard to vehicle accessibility and disability awareness training for taxi and private hire drivers; and the scope for collaborative working to improve disability awareness training and guidance.

A parallel survey of disabled taxi and private hire users was also carried out to understand more about their needs. 170 Questionnaires were sent out and the response rate was 47% , indicating the importance of taxi and private hire travel to disabled people. Over two thirds of respondents rated their experience as good or very good. However, 10% rated their experiences as poor or very poor. From the responses given for both good and bad experiences it was clear that drivers have an effect on the quality of the journey for disabled users and that better customer care training including in disability equality issues would be helpful.

GMPTE had published a Taxi and Private Hire Driver's Handbook in 1998, giving guidance to drivers on customer care for disabled passengers and advice on the implications of the Disability Discrimination Act. The Handbook was produced following the introduction of the GMPTE Travel Vouchers Scheme, which provides door to door travel opportunities for certain disabled people who are not able to use mainstream buses. Vouchers can be spent on accessible bus services such as Ring and Ride and Local Link, but most users tend to spend their vouchers on taxis and private hire vehicles. The handbook was distributed to taxi and private hire operators who participated in the travel vouchers scheme, as a way of spreading awareness of customer care and disability issues.

Following the survey work, Greater Manchester authorities have agreed to update the handbook to reflect new legislation under the Disability Discrimination Act. Publication of the revised handbook has been delayed due to the need to incorporate the Disability Rights Commission's Code of Practice on provision and use of Public Transport Vehicles, due to be issued imminently.

Production of the handbook is the first step in a programme of work which also aims in the longer term to work in co-operation with Greater Manchester licensing authorities and other partners to:

- encourage development of common standards in terms of vehicle accessibility and driver training across the county (also involving Macclesfield and Warrington councils)
- encourage greater participation amongst Greater Manchester taxi and private hire operators in the travel vouchers scheme
- increase the pool of taxi and private hire operators with accessible vehicles
- encourage take up of accredited training courses for drivers
- encourage development of common policies on the use of bus lanes by taxis and private hire cars.

5.1.2.5 Interchange

The LTP1 noted the importance of easy interchange in enhancing the range of journeys that can be undertaken by public transport, and the contributory factors of information provision, reliability and frequency of services, through ticketing and the places of interchange themselves. Improving these factors was a core part of the Integration project.

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Improvements to interchanges, including a better interface with broader policies	**Achievement level : 4** The Integrate project identified both the potential of interchange to increase the range of the public transport network and the need to remove barriers to interchange.
Initial audit covering four areas for improvement: information, reliability / frequency of services, ticketing and places of interchange.	**Achievement level : 4** We identified over 200 places of existing or potential places of interchange, grouped them into classes (ranging from major interchanges to 'informal' groupings of bus stops) and specified standards for each in terms of accessibility, safety and security, information and passenger facilities. An audit then identified deficiencies.

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Development of an implementation programme	**Achievement level : 3** The results of the audit influenced the work programme and affected our original targets for Headline Indicator 1 (Interchange). Because of the potential high cost of physical improvements, it was decided to implement these as part of other schemes rather than develop a specific programme, and focus on improving information at interchanges. The targets were amended in the light of the revised work programme in 2004.
Implementation of improvements to information	**Achievement level : 4** Information has been provided at all identified places of interchange. Information about bus services is now available at rail stations and information about rail and Metrolink destinations is included in bus timetables. All of this is subject to ongoing audit. We also carried out a mystery shopper exercise involving over 100 journeys, many of which involved interchange. Overall, we received very good feedback on interchange information, staff and facilities. (See also 5.1.2.6 'Information').
Developing partnerships with operators	**Achievement level : 2** Partnerships have been formed under the Integrate Project umbrella (see Case Study 13'The Integrate Project'). Performance Improvement Partnerships have been formed with the three largest operators and a dozen services now have prioritised action plans. The reliability of GMPTE subsidised services has improved over the last year as a result of these actions.
Ticketing improvements	**Achievement level : 2** Multi-modal day tickets were introduced prior to LTP1, but were incorporated in a Ticketing Scheme, one of the first to be completed under the Transport Act 2000. Further ticketing improvements were intended to follow the introduction of smartcard ticketing ('Readycard'). This scheme has been subject to delay because of the complexity of dealing with multiple operators.

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Improvements to interchange infrastructure	**Achievement level : 2** Improvements have been made to enhance interchange infrastructure, including better facilities for disabled people. We have built new multimodal facilities at Eccles, Shudehill and Manchester Airport, as well as bus stations at Middleton and Hyde. We have improved other bus stations (such as Bury Interchange) and Metrolink stops, and begun a programme of additional bus shelters, including larger facilities at key locations. We have worked with the rail industry to improve Piccadilly, Ashton, Stockport, Salford Central and Horwich Parkway stations
Improving access to public transport interchanges	**Achievement level : 2** We have provided secure cycle parking at a number of rail and bus stations, and introduced the innovative Bike Locker Users Club (BLUC). GMPTE and councils have developed proposals for 'Station Development Zones' which would see pedestrian access being improved at the same time as the station. GMPTE also routinely screens major planning applications. The Cornbrook Metrolink stop was previously just an interchange, but this has now opened as a stop to access development sites. The implementation of Shudehill Interchange was part of the Masterplan following the 1996 bomb; this development has improved access to the Northern Quarter and to the expanded Arndale centre.
Harnessing the potential of contributory funding	**Achievement level : 3** We used Rural Bus Challenge funding to provide bus/taxi interchange at 3 rural rail stations. All our demand responsive services (bus & shared taxi) link with appropriate local rail stations.

5 Programme Delivery

Case Study 11

Bury Interchange

Picture 5.6 Bury Interchange

This scheme included improved bus stands with new information boards, seating, lighting and better bins, refurbishment of the travelshop, improved visibility strips on pedestrian routes to assist people with visual impairments, improvements to pedestrian crossing facilities and signage and improved lighting.

A survey conducted found that over three quarters of respondents stated that they were 'very satisfied' or 'satisfied' with the improvements that have been made at Bury Bus Interchange. When asked about facilities in place it was found that the PTE was 'getting it about right'.

Case Study 12

'The Station': Manchester Airport Ground Transport Interchange

Picture 5.7 The Station, Manchester Airport

The Ground Transport Interchange at Manchester Airport, called 'The Station' was developed as part of the Ground Transport Strategy and cost £60 million. This comprised a state-of the-art bus station including up-to-the-minute electronic information. Facilities include retail outlets, Manchester Airport Information System (MAISY) information points, the Cycle Centre and the rail booking office. Space is allocated for a Metrolink stop, and the Airport, GMPTE and Network Rail are developing plans for a third railway platform, allowing for longer trains, increased capacity and improved reliability.

In 1992, public transport's mode share stood at 10% (2.4 million trips p.a) and by 2003 had risen to 19% (5.1 million trips p.a). By 2002 there were 16% fewer vehicle trips per air passenger compared to the situation in 1992. (See also Figure 6.7 'Average Number of Vehicle Trips / Air Passenger').

Case Study 13

The Integrate Project

The Integrate project was developed in 1998 as a partnership between the Greater Manchester Authorities, the Highways Agency, the bus operators, the principal train operator, the Metrolink operator, Railtrack and Manchester Airport. The aim was to improve the quality of public transport and present it as an integrated high quality network that is easy to understand and use. Through the voluntary Quality Partnership Agreement signed in the presence of the then Minister for Transport, John Reid, on 3 August 1998, the partners agreed to work together to improve all five elements of a public transport journey, namely:

- passenger information
- the waiting environment
- the services themselves
- ticketing
- connections and interchange

We can point to a number of achievements since the project began:

- good rail and Metrolink patronage (rail +26%, Metrolink +52%)
- bus patronage which compared well to other metropolitan areas (-1%). (See also 6.1 'Overall Progress on Core Targets')
- a network of Quality Bus Corridors
- significant improvements in the range, quality and availability of public transport information

5 Programme Delivery

- greater integration of ticketing, with the introduction of multi-operator and multi-modal day tickets. In 2003/04, almost 1 in 12 bus journeys (over 19 million) were made using multi-operator and multi-modal integrated tickets
- Improvements in bus quality, with 48 % wheelchair accessible and 53% meeting Euro 2 or Euro 3 emission requirements (a further 8% of buses are fitted with particulate traps.)
- Improvements in network stability (reduction in the number of dates per year on which services are changed

The Integration Project was a case study for a report published by the European Commission in November 2003 entitled "Integration and Regulatory Structures in Public Transport". The report was prepared by a research team led by NEA Transport Research and Training. The Transport Studies Unit of Oxford University carried out the work in the UK. Greater Manchester was one of 14 case studies from all over Europe that were studied in the report. Part of the report contains an evaluation of the impact of the Integration Project. The researchers concluded that the Project's work in introducing integrated day travelcards and integrated high quality information had resulted in a total benefit of 23 million Euros per year. A cost of 15 million Euros per year is delivering a benefit to passengers of 38 million Euros per year[1]. The report summarises the benefits to passengers as follows: "Users are benefiting from improved interchange facilities, integrated information provision, ticketing integration and better planning of routes and timetables. The initiatives within the Integration Project have also provided quality improvements of public transport services. Furthermore there is evidence that users are benefiting from lower journey times for services within the Quality Bus Corridor programme. The information available so far points to the possibility that the Integrate Project is starting to deliver positive results."[2]

[1] NEA "Integration and Regulatory Structures in Public Transport" Rijswijk, November 2003, Table 4.17

[2] NEA report section 4.5.3

5.1.2.6 Information

As a result of joint working with operators through the Integration Project, we already had a well developed information strategy prior to the publication of LTP1.

We therefore planned to:

- progress that strategy
- draw up a specification for information in line with the powers expected in the forthcoming Transport Act
- create a single integrated information service, covering all modes and giving information on timetables, journey planning and fares.

Most elements of our strategy were included in the Scheme of Information, adopted in 2002, including the items described in detail below.

Programme Delivery 5

As a result of our work in this area, we:

- exceeded our target of increasing the number of outlets with passenger transport information, from 600 in 1999/00 to 3,437 in 2005/06
- met our target of increasing the percentage of bus stops with information from 19.8% in 1999/00 to 60.5% in 2005/06
- substantially increased residents' satisfaction with the provision of public transport information from 51% in March 2002 to 65% in March 2006, the highest level ever recorded.

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
Provision of information as specified in the Scheme of Information	**Achievement level : 4** We provide: printed timetables, timetable displays, maps, telephone information services, staffed information points, self service information points, an internet journey planner, bus station signing, fares information, bus stop plates, guides to specific destinations and information on concessionary fares (recently revised following the introduction of the free concessionary travel scheme). We are also rolling out real time passenger information as part of a wider Information Strategy
Information for people with disabilities	**Achievement level : 4** The Scheme of Information includes accessibility standards for information provision, and all published material conforms to DDA guidelines. The internet site is “bobby” tested for DDA and we also use ‘Typetalk’ through the call centres. Following the introduction of free concessionary travel, a specific leaflet has been produced on 'low fares and free travel for disabled people'
Securing sufficient funding to deliver the strategy	**Achievement level : 4** We work in partnership to fund and provide information services. We established Greater Manchester Passenger Transport Information Limited (GMPTIL) in partnership with operators (including rail). This company shares the cost of providing call centre services, the internet journey planner, SMS services and on-street kiosks. Operators currently contribute 49% of the cost of these services. Bus timetables are produced through the GMPTE information Bureau, which charges for its services. In this way the cost of producing and updating bus timetables is also shared between GMPTE and operators.

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
	In 2005/06, the gross cost of providing the information service was £2.105m, of which £629,000 was recouped from operators, giving a net cost of £1.315m. In addition, specific information improvements are funded from the capital programme, eg real time passenger information, electronic information points and information at interchanges.
Availability of printed timetables, timetable displays and maps,	**Achievement level : 4** During LTP1 we greatly increased the availability of information, exceeding our targets for bus stops with timetables and locations where timetables are available. Timetable guides for all services across Greater Manchester and timetables are now displayed at over 6000 stops across Greater Manchester The proportion of bus stops with timetables increased from 19.8% to 60.5% in 2005/06 (our target was 60%), whilst timetables and other information were made available at 3437 other locations (our target was 3000) compared to 600 in 1999/00. We also provided information in other languages and formats.
Call centre information	**Achievement level : 4** Traveline, our telephone inquiry bureau, provides timetable information on bus, tram and train, as well as information on demand responsive transport services and bus fares. This has achieved, and indeed bettered, all its performance measures in line with the National Measures, with 96%+ of calls answered (compared to the target of 90%) and 92% of calls answered within 30 seconds (compared to the target of 80%). In national 'mystery shopper' exercises, covering quality and quantity standards, we achieve a 93-95% success rate.
Electronic Information	**Achievement level 3** We provide SMS service for information on the next service from individual stops (using scheduled information or RTPI, where available). We also have 41 electronic information points at key locations.

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
Information at Manchester Airport	**Achievement level 4** Specific information improvements have been made at Manchester Airport, including Manchester Airport Information System (MAISY) kiosks, Passenger Information Display Systems monitors, multi-modal information systems and common branding for maps, vehicles and bus stops
Internet journey planner	**Achievement level : 4** We provide, in line with PTI guidelines, an Internet Journey planner covering journeys across the North West region: see Case Study 14'' below
Co-operation with transport operators and adjacent authorities	**Achievement level : 3** We work in partnership to fund and provide information services. We established Greater Manchester Passenger Transport Information Limited (GMPTIL) in partnership with rail and bus operators). This company shares the cost of providing call centre services, the internet journey planner, SMS services and on-street kiosks. The North West Traveline Board, which has representatives from each of the North West authority partners and operators, ensures that PTI requirements are implemented across the region. As part of the UK Traveline network we are one of 6 areas using the same software. This enables us to share the costs of future developments. The Railspeech information system, accessible by mobile and tone phones, has since 2004 given real time train running information for 97 medium and smaller stations not equipped with electronic displays, and is a valuable information and personal safety feature at unstaffed stations. It uses Network Rail's TRUST train reporting system
Information at Interchanges	**Achievement level: 4** Information is provided at all bus and rail stations and Metrolink stops. We have also made excellent progress in extending interchange information to informal places of interchange (groupings of bus stops). (See also 5.1.2.5 'Interchange')

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
Integration of information on other modes of transport	**Achievement level : 3** Bus information is provided at rail stations and information about rail and Metrolink destinations is included in bus timetables. Information on station cycle parking is included on most rail timetables, and has featured in articles in the 'On Yer Bike' magazine. Walking and cycling promotional events have appeared alongside other events accessible by public transport in GMPTE's leaflet ''Days Out In June', produced for Green Transport Week.
Integration of information with other policies such as travel plans, travel awareness and sustainable tourism	**Achievement level : 4** We have pioneered information targeted at people who are not regular public transport users. The booklet 'Connecting People with Places' provides advice on how to get information, plan a journey, buy the right ticket and get cheaper travel. A website, www.goto.org.uk, provides a guide to travel in Greater Manchester for 14-19 year olds. This includes journey planning, fares, safety and also encourages young people to walk and cycle for short journeys GMPTE provides a journey planning service to businesses locating or relocating in the conurbation, to those preparing Travel Plans and at events such as 'Freshers' Weeks' at the Universities. It has also piloted a scheme in partnership with Jobcentre Plus in Manchester, using Neighbourhood Renewal Fund resources. This trains Jobcentre Plus staff to give journey planning advice to jobseekers and provides free tickets for interviews and for an initial period at work. GMPTE have provided relevant printed timetable information for travel plan operators to display in their premises for employees and visitors. We have produced a series of leaflets on access to specific college and hospital sites throughout Greater Manchester, and a series of 'Places to Go' leaflets on local tourist attractions accessible by public transport.

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
	Councils have included public transport promotion and information alongside that for other sustainable forms of transport as part of Green Transport Week or In Town Without My Car day promotions.

Case Study 14

Internet Journey Planner

Picture 5.8 Journey Planner Screen

We provide, in line with PTI guidelines, an Internet Journey planner covering journeys across the North West Region, which links nationally to www.traveline.org. A new map based Internet Journey Planner was developed in partnership with Lancashire County Council and Merseytravel, providing information across GMPTE, Merseyside, Lancashire, Cheshire and Warrington.

The journey planner covers bus, coach, tram and train and provides both journey planning and timetable information. It includes information on walking times and distances to stops. It does not yet include fares (although a pilot is under development), as this has proved complex given the number of operators and changing fare offers in a competitive environment.

5 Programme Delivery

5.1.3 Road Safety

The Greater Manchester authorities have worked together in a number of partnerships to deliver improvements in road safety as described below. Capital schemes have demonstrated a good rate of return. However, this naturally fell over the period as the key sites were treated. We are now using more sophisticated accident analysis tools to identify where engineering measures could make most impact, and it will be important that sufficient revenue funds are made available for road safety education, training and publicity work.

We were able to :

- achieve a 16% reduction in all killed and seriously injured (KSI) casualties by 2003-05 compared to the base of 1994-98, although this did not meet our target
- achieve a 31% reduction in child KSI casualties by 2003-05 compared to the base of 1994-98; on track to meet our target
- exceed our target for a reduction in pedal cycle casualties, with a 34% reduction by 2005
- exceed our target for a reduction in pedestrian casualties, with a 27% reduction by 2005
- exceed our target for a reduction in the slight casualty rate, with a 35% reduction by 2005.
- meet our target for increasing the number of properties affected by traffic calming, from 14% in 2002/03 to 20% in 2005/06

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
To meet national road safety targets and the local targets set for Greater Manchester for 2010.	**Achievement Level 3** Good progress has been made, with reductions in casualties in all our target areas. We are on track to meet all our targets apart from our stretched total KSI target. (Progress towards our targets is described in the 6.1 'Overall Progress on Core Targets' and 6.3 'Overall Progress on Other Local Headline Targets' sections)
To constantly monitor on an annual basis progress towards these targets.	**Achievement Level 4** Road accidents and casualties occurring throughout the county are monitored informally by each council as an ongoing exercise, with a formal in-depth analysis being undertaken annually at a countywide level.

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	Greater Manchester Transportation Unit (GMTU) continue to monitor trends in KSIs. A new enhanced GIS based road accident/casualty database (GMAXI) was introduced to provide analytical and mapping features which help us to target funds better towards accident clusters.
To draw local partners into delivery of objectives	**Achievement Level 4** The Greater Manchester Road Safety Strategy sub-group was formed specifically to ensure delivery of the national strategy at the local level with ongoing development so that positive progress in casualty reduction is achieved within all of the ten authorities. The partnership with the police and other agencies in tackling problems of excessive and inappropriate speed has been successful in reducing KSIs at locations where cameras have been introduced (Further information is given in Case Study 15'WATCHMAN Casualty Reduction Scheme in Tameside'). Manchester's Transport Thematic Partnership spent a substantial part (50% in 2005/06) of its funding allocation on Safer Routes to Schools, 20mph zones and road safety training. The Greater Manchester Casualty Reduction Partnership - 'Drivesafe' and the multi agency life skills programme 'Crucial Crew' are further partnerships designed to meet road safety objectives (see ' Case Study 16'The Greater Manchester Casualty Reduction Partnership - 'Drivesafe''). The Neighbourhood Road Safety Initiative (NRSI) is a partnership of local authorities with the aim of reducing casualties in deprived areas. The work also involves other organisations and agencies including the Fire Service, Sure Start, and Youth Services. (See Case Study 17'Neighbourhood Road Safety Initiative'). School Travel Advisors have promoted safer routes to school schemes and a major factor has been to ensure that these routes integrate with the existing School Crossing Patrol locations throughout Greater Manchester. Indices of KSIs are erratic for both pupils to/from school and others. However, since 2003, KSIs and slight casualties of pupils travelling to/from school have fallen.

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Speed Management, including: • Extending the use of self-enforcing 20mph zones and speed limits and pursue the concept of Home Zones	**Achievement Level 2** The removal of fears concerning speed and danger of road traffic has been a key element of the Road Safety Strategy. All Greater Manchester authorities have introduced 20mph zones and traffic calming measures, to the extent that 20% of properties are now in traffic calmed areas. Home Zones have been introduced in Manchester, Stockport, Tameside, Trafford and Wigan (see also Case Study 3'Northmoor Home Zone, Manchester'). In Tameside MBC 90% of primary schools have 20mph zones nearby, and half of these have physical speed reducing features, Oldham MBC have introduced development control standards to ensure new and regenerated residential areas minimise vehicle/pedestrian conflict and reduce vehicle speeds. We fully support several recommendations contained in the publication 'New Directions in Speed Management - a Review of Policy. Many are already being implemented within the Greater Manchester area and those, in conjunction with new activities, which are recommended will form a basis for further developing speed management policies and a co-ordinated action plan for the Greater Manchester area. Vehicle actuated signs, already in use in Stockport on the A6 and the B6167, have resulted in a decrease in casualties. These signs are also in use in Salford on the A580 and becoming widely used in other authorities including. Manchester, Tameside, and Bury.
Consideration of road safety issues in other relevant policy areas.	**Achievement Level 3** Many LTP schemes for traffic calming and local road safety schemes have made a significant impact on casualty reduction, as well as improving safety and security in general, and contributing to the achievement of other LTP and quality of life objectives.Good examples of this are Manchester's Rusholme safety and regeneration scheme, and street lighting improvements in Stockport (further information and examples are given in sections 4.2.2.2 'Quality of Life in Greater Manchester', 5.1.4.4 'Rural Issues', 5.1.6 'Travel to School' and 5.1.7 'Cycling'). Other sources of funding have also contributed towards schemes to improve road safety in recent years,

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	including the Single Regeneration Budget. The authorities will continue to seek additional funding to support road safety objectives.
Identification & Prioritisation of Local Safety Schemes and other engineering measures, including: • Focusing safety engineering measures at known accident sites where the vulnerable are at risk. • Maximising the economic rate of return from the local road safety scheme programme as a whole. • Continuing to review best practice. • Continuing to prepare local road safety and other schemes in partnership with local communities and agencies.	**Achievement Level 3** Many of the authorities are involved with the police in the use of speed camera and radar through our Community Concern matrix process. This is where a location does not meet the Government's criteria but where the local community has requested enforcement and a speeding problem has been identified. Tameside have developed a speed reduction system based on bespoke traffic cameras (Watchman) with associated speed actuated signs and static signage being introduced on an area by area basis. The programme of installation commenced in the autumn of 2001 and is due to be completed by spring 2007. Results obtained so far indicate that the introduction of such systems on such a scale have had a considerable effect in reducing the overall annual number of casualties. Significant progress has already been made in implementing physical traffic calming measures as speed reduction initiatives, particularly in residential areas. GMTU have monitored the effectiveness of local authorities local road safety schemes to ensure good value. The overall cost-benefit ratio of schemes has declined over the period; this is to be expected with a successful targeted programme, as easier to treat high impact sites are treated first, with the more difficult sites remaining. Throughout the LTP1 period, councils have developed assessment procedures to prioritise potential schemes in this category, particularly in relation to environmental traffic calming schemes and pedestrian crossing facilities.

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Education,Training and Publicity • To develop road safety programmes and resources to raise the awareness of road safety for all ages and classes of road user. • To assess the need and to implement publicity campaigns aimed at specific county and local problems.	**Achievement Level 4** The education, training and publicity programmes carried out in Greater Manchester are mainly aimed at groups known to be at the greatest risk -namely children, pedestrians, cyclists and motorcyclists, and additionally at car drivers and passengers. Where appropriate, local authorities work closely together to develop co-ordinated approaches and solutions to problems through the exchange of information on best practice, development, and the production of resources. Joint documents include the Greater Manchester safer cycling handbook, leaflets regarding the use of pedestrian facilities, the school crossing service, and materials designed to encourage road safety education for all ages within the national curriculum. Many schools throughout the conurbation operate the Junior Road Safety Officer scheme, which aims to encourage children to promote road safety amongst themselves. Road Safety Units also provide resources to link with existing projects in schools. This approach will continue. There are also many illustrations of partnerships with the police to educate drivers, including the 'Stop and Talk' campaign in Stockport, and the use of jointly-funded signing for speed and other campaigns in Salford. 'Drivesafe' is the commercial name for the Greater Manchester Casualty Reduction Partnership. Drivesafe focuses on letting the people of Greater Manchester know about the dangers of using inappropriate speed and educating them on the benefits of driving appropriately to their surroundings. The high profile publicity of Drivesafe's anti-speeding messages has been extremely effective in changing motorists' attitude towards speeding. The multi agency project entitled 'Crucial Crew' continues to be used by authorities to help children recognise and respond to dangerous situations by increasing their self assessment of risk taking and hazards. The scheme involves the emergency services and other agencies. The 'Safer Routes to Schools' projects include road safety education, training and publicity, as a major factor and a joint resource has been developed by the Greater Manchester Road Safety Units entitled 'Step Outside - a Journey in Road Safety'. This document aims to develop children's awareness of the road environment in which they live through practical pedestrian training.

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	Cycle training has been given great emphasis in many Greater Manchester authorities and significant resources are used in the provision of on-road cycle training schemes for schoolchildren. Greater Manchester authorities are working together to produce a strategy for the future development of cycle training within the area. Road Safety Units also actively promote training schemes for adults such as Pass Plus for drivers, Compulsory Basic Training (CBT) for motorcyclists, advanced training schemes provided by the Institute for Advanced Motorists, British Motorcyclists' Federation and RoSPA Advanced Driving scheme. Councils are the Service Provider for the delivery of the Association of National Driver Improvement Service Providers (ANDISP) - the scheme, launched in 1999, as a diversionary scheme for drivers who commit 'Driving Without Due Care and Attention' offences. The scheme is self financing and has dealt with 7,331 clients to date. Greater Manchester Road Safety Units along with Greater Manchester Police carry out joint publicity campaigns which include 'Commit it to Memory', 'Don't Drink and Drive', In-car Safety, Fatigue, etc. GMPTE developed an award winning educational website with games for children and lesson plans for teachers to promote safety when crossing the road, and using public transport (www.dingding.org.uk). The Greater Manchester authorities have also developed a road safety website (www.gmroadsafety.co.uk)

5 Programme Delivery

Case Study 15

WATCHMAN Casualty Reduction Scheme in Tameside

Picture 5.9 WATCHMAN in operation in Tameside

Background

Tameside has a good mix of urban and rural roads, and has experienced a large growth in road traffic following the opening, in 2000, of the M60 motorway between junctions 19 and 24. The Council adopted a more stringent road safety Public Service Agreement (PSA), to achieve the authorities LTP local target by bringing forward the KSI reduction by two years to 2008.

It was felt that a new and innovative approach was needed in order to meet this more stringent target. Initial investment in during the 1990s focused on type-approved safety cameras, well before the Greater Manchester Safety Camera Partnership was introduced. The plan was for these camera units to be deployed at the council's discretion at sites where additional traffic calming measures were felt most valuable. However, it soon became clear that these safety cameras did not fully meet its requirements. In particular it was felt that the following issues needed to be addressed:

- Driver speed should be calmed for as long as possible, to avoid problems with severe braking at the camera site
- Restrictions on the location of equipment should be minimised, in order to facilitate proactive targeting known areas of concern which may not have qualified as camera locations under the criteria laid out for safety camera partnerships
- Ongoing costs should be minimised
- Staffing requirements should be minimised and functionality maximised. Having to visit a large number of units to retrieve evidential images would have been too demanding, so Tameside considered other means of downloading data remotely, without jeopardising security.

In order to address these aspects and achieve the PSA targets, Tameside implemented the WATCHMAN Traffic Calming System, which consists of a number of signs and cameras deployed over multiple sites. The first eight WATCHMAN systems were installed in a pilot study in 2001 and there are now almost 50 units installed throughout the borough.

The WATCHMAN System

The WATCHMAN system was found to have a number of advantages over single-site cameras:

- it aims to reduce the speed of traffic over the whole area of the road network and not just at known hot spots. The speed of the vehicle is measured at two specific points; at the entry point warning Variable Message Sign and at a subsequent WATCHMAN camera site. In this way, WATCHMAN operates more effectively as a deterrent, and gives a more accurate assessment of the driver's average speed over a distance.
- In a more constructive way than the single site safety camera, a WATCHMAN system sets out to educate rather than book a guilty driver and as a result the system works as a major deterrent to speeding motorists and helps calm traffic movements. The images are digitally recorded, providing high quality, fully encrypted video evidence.
- It allows traffic engineers remote access to WATCHMAN from a PC, laptop or dedicated monitoring station, with security provided by password protection as well as encryption of the digital footage.
- Additional physical protection comes from WATCHMAN's vandal-resistant build qualities, as well as electronic measures that provide a number of alarm features. Even so, WATCHMAN is estimated to cost significantly less than a conventional box style roadside safety camera.

- As well as its operations in casualty reduction and recording of speeding vehicles, a WATCHMAN system can also be used for long-term analysis of traffic movement by counting each passing vehicle - in essence creating a traffic census for that stretch of road. It also enables engineers to view the state of the traffic for verification purposes.

- Tameside uses WATCHMAN to collect data and establish patterns such as the time of day when motorists are most likely to violate speed restrictions, which will inform speed reduction measures in the LTP2 period, as the information will be used by the partnership to help target speed enforcement more efficiently.

- The WATCHMAN overviewer camera records constantly and the video footage can be used for crime reduction purposes, i.e. public order offences, tracking of vehicles suspected of being involved in a crime etc.

Results of Pilot Study

The pilot WATCHMAN scheme introduced in October 2001 was supported by the police and Highways Agency, and involved the installation of eight WATCHMAN units within the District Assembly area of Mottram-in-Longdendale. The two way east/west traffic flows average around 39,400 vehicles per day through this area. Casualty reduction measures were deemed necessary as drivers could reach high speeds along several relatively straight roads. Vehicles travelling eastwards use the main spine road as a gateway from Greater

5 Programme Delivery

Manchester through the Peak District to Sheffield. The major concern was, that in this direction, the road has a fairly steep downhill gradient with a signal controlled junction and village frontage located at the end of this road.

Actual data is available for six years, covering both the three year periods before and after the units were installed within Mottram-in-Longdendale. The table below details the statistics for accidents and injuries for the 36 month period prior to WATCHMAN systems being installed compared with the 36 months after installation.

	Personal Injury Accidents	Killed and Seriously Injured Casualties	Slight Casualties
Before	109	20	133
After	76	10	111
Change	**30% reduction**	**50% reduction**	**16.5% reduction**

Table 5.7 Change in accidents and injuries due to the pilot WATCHMAN scheme

It should also be noted that these statistics cover the entire area of Mottram-in-Longdendale, and not just the roads where WATCHMAN systems were deployed. The figures above indicate that the benefits of the WATCHMAN initiative spread to the surrounding areas.

The WATCHMAN Pilot Scheme has paid for itself more than **four times over** in its first three years. Equally important is the reduced impact on individuals, families and communities.

Case Study 16

The Greater Manchester Casualty Reduction Partnership - 'Drivesafe'

Picture 5.10 'Drivesafe' logo

In February 2003, a joint Greater Manchester bid was submitted to the Department for Transport to recover the costs of speed and red light camera enforcement from fine revenue within the Greater Manchester area. The bid was successful and since April 2003 the

Greater Manchester Casualty Reduction Partnership has been in place, with the objective of severely reducing the number of collisions that result in deaths and injuries in the Greater Manchester area.

The partnership brings together a county wide co-operative group which includes:-

- The ten Greater Manchester councils and the Highways Agency
- Greater Manchester Police
- Greater Manchester Central Ticket Office, HM Courts and Crown Prosecution Service
- Greater Manchester Health Authority

The Greater Manchester Transportation Unit (GMTU) provide the casualty data required for the Partnership and also provide site assessments for evidence of speeding. Sites with high numbers of KSI accidents where there is evidence of a speeding problem are being targeted by fixed and mobile safety camera enforcement.

A system of prioritisation of camera sites has been devised, which ranks all the sites according to collision and speed data to ensure that the best possible casualty reduction can be achieved.

The monitoring of road traffic casualties at camera sites between April 2003 and March 2006, has shown that casualties at these locations are falling: 43% at Fixed Speed Camera sites, 15% at Mobile Camera Sites and 9% at Red Light Camera sites and that the combined efforts of road safety practitioners at a local and strategic level are bringing down the casualty figures for Greater Manchester.

Analysis of road accident casualties over the LTP1 period has shown that almost two thirds of KSI casualties occurred on main roads.,The Partnership's attention has now turned to addressing these routes in line with the objectives of LTP2 and work is currently underway to produce a new Greater Manchester Road Safety Strategy for the end of the year.

The partnership has focused on all aspects of speed and red-light running related injuries and has raised the awareness level of the public, through the 'Drivesafe' logo, of the effect of inappropriate speed.

During 2005/06 approximately 100,000 offences were detected by automatic devices throughout the Greater Manchester area.

The Greater Manchester authorities welcomed the announcement by the Secretary of State on 15 December 2005, that from April 2007, funding for safety camera activities and partnerships is to be integrated in to the Local Transport Plan system alongside other road safety measures. This will allow us to enhance the wider road safety delivery process and to give greater flexibility to use a mix of road safety measures so that we can make the greatest contribution to reducing road casualties. This will be achieved from April 2007 through a newly formed Greater Manchester Road Safety Partnership.

The Casualty Reduction Partnership has also been responsible for some educational, training and publicity work particularly concerning inappropriate speed, under the 'Drivesafe' label.

5 Programme Delivery

Case Study 17

Neighbourhood Road Safety Initiative

Picture 5.11 NRSI Mural, Heywood

The Neighbourhood Road Safety Initiative (NRSI), is a DfT-funded short-term intervention set up as a response to the PSA target that seeks to tackle the significantly higher incidence of road accident casualties in disadvantaged communities.

Eight Greater Manchester councils received funding. They are Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside and Wigan. These councils were chosen because they are geographically close and had a relatively high child pedestrian casualty rates and high levels of multiple deprivation. Although Stockport and Trafford have not been directly involved, they have benefited from elements of the regional publicity work, have received supplies of newly produced NRSI educational tools and have participated in a number of NRSI organised information sharing and training events.

NRSI funds programmes of work in individual authorities. Schemes include traffic calming and "Streetscape" schemes; improvements to pedestrian routes & crossings, improvements to play facilities and access to them as well as various community led and neighbourhood schemes, frequently developed in partnership with dedicated NRSI officers.

To support the work of authorities, a central team delivers regional and collaborative initiatives. These include:

- Ensuring that road safety issues are included in strategic documents such as Community Plans, and linked to corporate and regeneration activity though Local Strategic and Thematic Partnerships.
- Developing partnerships by supporting the establishment of multi agency road safety groups within authorities and bringing new organisations into the field
- Encouraging the development of a community-led approach to road safety
- Developing new approaches to road safety education & producing new educational resources
- Undertaking publicity and awareness-raising campaigns across the whole region
- Carrying out research
- Sharing learning and experience
- Encouraging a fresh look at the role of road safety units and a move away from delivery towards facilitation and enabling, particularly in road safety education

A full evaluation of NRSI is not yet available but there has been success in a number of areas:

- In several authorities road safety is now linked with strategic thematic partnerships.
- Additional resources have been made available.
- More agencies and organisations are now involved, including the Fire Service, Sure Start, and Youth Services.
- There have been a large number of community and neighbourhood focused projects, some involving hard-to-reach groups such as young people and those from minority ethnic communities.
- Many of NRSI's projects have had regeneration benefits and outcomes.
- NRSI has run several high profile regional campaigns using outdoor media, buses, radio and other activities.
- NRSI has produced new, innovative road safety education tools using digital and other media. These cater for age groups from pre-school to 14. Partner authorities have been closely involved in all publicity and education work.

Lessons learned include:

- The need for a strategic framework to:
  - Provide links to other mainstream and regeneration activity
  - Give access to additional resources
  - Ensure the sustainability of community focussed projects
- The importance of key partner agencies, and of being aware of their objectives and priorities
- The value of involving the community who know the issues, the area and how to get the message across
- The value of local data for engaging partners
- The importance of face to face communications
- The value of technical specialists, e.g. in the digital media field.

5.1.4 Sustainable Transport

5.1.4.1 Air Quality

Over 50% of exceedances of national air quality standards for nitrogen dioxide and particulates in Greater Manchester are caused by the transport sector. An Air Quality Action Plan was prepared, and approved by Defra in 2004. This contained measures to address emissions from both transport and non-transport sectors. (See Figure 4.2 'Air Quality Management Areas').

We were able to :

- meet our targets for the number of exceedances of National Air Quality Strategy standard for NO2 one hour mean and annual mean concentrations at our eight automatic monitoring stations
- meet our targets for the number of exceedances of National Air Quality Strategy standard for 24 hour mean PM10 concentration at our eight automatic monitoring stations

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Develop a joint approach to air quality management	**Achievement level : 4** Creation of the Air Quality Steering Group to improve co-ordination and partnership working between appropriate stakeholders and provide expertise on air quality issues. The group consists of senior environmental health officers, GMPTE and local authority transport officers and planners. The group co-ordinated the production of the Air Quality Action Plan. Partnership working with the Highways Agency and Manchester Airport on strategic air quality issues.
Raise awareness of air quality issues	**Achievement level : 2** Implementation of the Cleaner vehicles campaign (see Case Study 18'Cleaner Vehicles Campaign' below) An air quality information website was established and maintained.
Reduction of nitrogen dioxide and particulate "hotspots" across the conurbation.	**Achievement level : 3** An initial scoping study into a Low Emission Zone in Manchester City Centre was completed , and concluded that 2005 traffic emissions would be significantly reduced if such a zone was implemented. However, more detailed study was recommended into the effects on driver behaviour and on traffic emissions in other areas. Funding has not yet to be obtained for this. Air quality improvements in Cadishead, following construction of Cadishead Way bypass. Introduction of SCOOT at traffic signals to reduce congestion, for example in Ashton-Under-Lyne town centre
Promotion of investment in low emissions technology and practices	**Achievement level: 3** GMPTE has undertaken much work with bus operators in order to reduce air pollution, in particular PM10s. This included: • Contract conditions for subsidised parts of the bus network now require vehicles to be fitted with particulate traps. • From 2001 grants of up to 25% of the cost were offered for the fitting of traps to bus vehicles, with the result that 350 buses (13% of the fleet) is now so fitted, involving over 10 operators. The remaining funding had been covered by the Energy Saving Trust, but further progress was stalled by the collapse of the latter's grant system.

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	• GMPTE funded Stagecoach in a trial of exhaust gas recirculation units, resulting in a dramatic drop in NOx emissions, although due to its high cost this will require a national grant scheme before it can be applied more widely. • Yellow school buses conform to the latest engine standards, and are fitted with particulate traps. • The Regional Centre Metroshuttle service has trialled the use of hybrid diesel-electric buses, and the Ring & Ride service has trialled biodiesel. • A greater proportion of current buses meeting Euro 2 or 3 engine emission standards • A financial contribution was also made to the development and trial of an innovative particulate trap developed by Pertek at the University of Manchester. There have also been improvements in Council fleet management policies; Stockport, Trafford and Wigan's fleets use LPG or cleaner diesel fuels to reduce NOx and particulate emissions.
To increase modal shift away from the car for short journeys to more sustainable, lower polluting modes of transportation	**Achievement level : 2** The employment of council based sustainable travel plan co-ordinators to deliver “soft measures” to encourage modal shift, including travel planning and marketing campaigns. A number of sustainable travel partnerships, such as those in Salford and Wigan, are helping to promote this message. Particularly successful travel plans include those of the Highways Agency, Government Office North West, Oldham and Stockport Councils, Manchester Higher Educational precinct, Hopwood Hall College in Rochdale, and South Manchester University Hospitals Trust in Wythenshawe. See also Case Study 20‘Highways Agency Travel Plan’ A number of town centres have benefited from measures to reduce access by motor vehicles, thereby reducing people's exposure to traffic generated pollution. Wigan, Bolton and Manchester have extended pedestrianised areas in their town centres, often in conjunction with better penetration by cycles. Stockport has removed general traffic from some roads and improved bus movements within its town centre by the use of bus priority measures. The development and implementation of Homezones (see Case Study 3‘Northmoor Home Zone, Manchester’). Investment in walking and cycling infrastructure and training.

5 Programme Delivery

Case Study 18

Cleaner Vehicles Campaign

Picture 5.12 Cleaner Vehicles Campaign Emissions Testing

Launched in 2003, the main aim of the Cleaner Vehicles Campaign was to raise awareness of air quality issues, and in particular highlight the negative impact of a minority of poorly performing vehicles to help encourage drivers to change their behaviour.

The campaign involved roadside emissions testing of cars against emission standards specified in the official MoT test. Failure of the test resulted in motorists being issued with fixed penalty notices. The testing was supported by a promotional and information campaign. £400,000 of LTP funds were used to support the scheme in LTP1.

The success of the scheme was demonstrated by the reduction in the numbers of vehicles failing the tests in 2005 compared to 2003:

	Petrol Cars			Diesel Cars		
	Pass	Fail	Failure rate%	Pass	Fail	Failure rate%
2003	969	12	1.2	62	7	11.3
2004	380	19	5.0	69	3	4.3
2005	759	4	0.5	133	10	7.2

Table 5.8 Results of Cleaner Vehicles Tests

5.1.4.2 Noise

The impact of traffic noise was acknowledged in LTP1 as being an important factor in peoples' quality of life. The LTP outlined a number plans to tackle traffic-related noise, as described below

We were able to :

- lay over 800 km (500 miles) of noise reducing surfacing in the LTP1 period

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
Investigate the potential to develop noise-mapping techniques	**Achievement level :1** Central Government has developed a national approach to noise mapping, which will include Greater Manchester, but as yet nothing specific in the area has been carried out.
Improve carriageway maintenance	**Achievement level : 3** Improved road surfacing and response to maintenance issues (See also 6.2 'Progress on Highways Maintenance'). Improved scheduling of road works, including the development of the designation of sensitive routes for the timing of maintenance works.
Use of noise-reducing surfacing in sensitive areas	**Achievement level : 2** There was more extensive use of low-noise surfacing in preference to hot rolled asphalt. This performed well in use, although there were difficulties where carriageway repairs had compromised benefits.
Traffic restrictions in sensitive areas	**Achievement level : 2** Pedestrianisation and traffic restrictions were implemented in a number of town centres, including Atherton, Prestwich High Street, King Street in Wigan, Cross St in Manchester City Centre and Underbanks in Stockport's historic town centre. Traffic calming in residential areas, undertaken by all authorities, reduced the level of rat-running traffic, and thereby the amount of traffic noise residents are exposed to.
Management of freight deliveries	**Achievement level : 2** Improvements in freight routing away from residential areas, including the Primary Route Network resigning project (see Case Study 23'Primary Route Network Re-Signing')

5 Programme Delivery

Case Study 19

Use of Noise Reducing Surfacing in Oldham

Noise reducing surfacing offers not only the quality of life benefits to local people of reduced exposure to noise, but this is at less cost because it only requires a thin layer in comparison to its predecessor. It is easy to lay and has health and safety advantages in that it requires less machinery and fewer workers on site. This has an added benefit of reducing congestion around road maintenance works, because only part of the carriage way needs to be closed to lay it.

Oldham is typical of many Greater Manchester Authorities in that it has been using noise-reducing surfacing in the form of thin surfacing for a number of years. In 2005/06 this type of surfacing was used on three schemes; one on the A62 Huddersfield Road and two on the B6194 Higginshaw Road.

The A62 Huddersfield Road is one of the main arterial routes between Oldham and Huddersfield and carries a large volume of traffic, especially heavy good vehicles going to the M62 motorway. The road also forms part of the QBC network. Noise-reducing surfacing formed part of a QBC scheme involving the dualling of a stretch of Huddersfield Road to accommodate a bus lane in each direction. The possibility of using surfacing of this nature was included in the consultation exercise undertaken on the scheme and was welcomed by local residents and shopkeepers.

Higginshaw Road, which forms part of the highway network between Oldham and Shaw, carries a large amount of heavy goods vehicles from the two industrial estates at Salmon Fields Road and Meek Street in Oldham. The surrounding area contains a mix of shops and housing, and the use of thin surfacing on Higginshaw Road reduces the noise levels resulting from traffic movements.

Noise reducing surfacing is also extensively used by other authorities. Bolton have used noise reducing road surfacing on Primary Route Network (PRN) and classified road carriageway resurfacing schemes throughout LTP1, including the Beaumont Road exceptional maintenance bid scheme and other more recent schemes such as the A673 Chorley New Road; a significant radial route to Bolton Town Centre from the M61 motorway network, running through the residential areas of Lostock and Heaton. Manchester use it for all major resurfacing schemes, and Tameside have increased their use of it to the extent that in 2005/06 all PRN carriageway maintenance works, and the majority of works on the non-principal route network employed noise-reducing surfacing. It is also used in Rochdale and Stockport.

5.1.4.3 Climate Change

Traffic is recognised as a major contributor to climate change. The core policies of LTP1 to encourage modal shift to public transport and walking and cycling, and reverse decentralisation of services aimed to reduce the emission of greenhouse gases from the transport sector; indeed we were able to increase public transport use and peg back traffic levels on local roads. However, these benefits would have been counteracted by the increasing use of larger cars, and increases in traffic on the motorway network.

In the LTP1 period, we have:

- met our target to limit the increase in car kilometres on local roads, to only 1.7%
- increased Metrolink travel by 16%, and met our milestone to increase rail travel by 18%
- halted the decline in bus travel
- reversed the downward trend of numbers of walking and cycling trips, to register increases in these at the end of the plan period
- increased the average numbers of homes built on previously developed land from an average of 81% / council in 2001/02 to 85% in 2005/06, thereby potentially minimising journey lengths.

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
Reduce the need for motorised travel	**Achievement level: 2** The implementation of workplace and school travel plans. In the LTP1 period, the number of workplace travel plans being implemented rose from 29 to 79, and the number of school travel plans from 7 in 2002/03 to 365 in 2005/06 The introduction of home working and flexible working policies negating the need to commute by polluting modes of transport. The number of people home working in Greater Manchester doubled between 1991 and 2001, from 3.7% to 7.7% of the workforce.
Increase use of cycling, walking and public transport rather than the private car	**Achievement level : 2** Investment in infrastructure and training to encourage the increased use of zero emission modes of transport such as walking and cycling. The Regional Centre's Metroshuttle service is estimated to save 285 tonnes of CO2 being emitted each year by reducing car and taxi use

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
Overall council commitment to reducing greenhouse gases	**Achievement level: 3** All councils and GMPTE are supporting the 'Manchester is my Planet' campaign (www.manchesterismyplanet.com) to reduce greenhouse gas emissions by 20% by 2010. the campaign addresses a number of sources of greenhouse gases, including transport.
	Stockport's lease car subsidy policy is linked to carbon dioxide emissions of the vehicle.
	Council membership of the Motorvate greener fleet certification scheme which sets targets for organisations to reduce fleet related carbon dioxide emissions and the Carbon Trust, an organisation helping businesses and the public sector cut carbon emissions.
	Use of cleaner fuels in some council's vehicle fleets, including Stockport, Trafford and Wigan Councils.
	Oldham MBC were a participant in Phase 2 of the Carbon Management Programme and have: • committed to procure highly efficient vehicles for 90% of fleet vehicles procured through a new procurement agreement and thereafter through procurement processes to achieve 100% fuel-efficient vehicles by 2010. • installed tracking devices on all 'First Choice Homes Oldham' vehicles to reduce fuel consumption. • required all drivers to input odometer readings when refuelling, so that fuel consumption can be analysed on a regular basis. • trained drivers in how to improve their driving techniques to reduce their environmental impacts through the Driving Familiarisation scheme • offered free parking for staff using alternatively fuelled vehicles. • trialed pool cars for staff to use on Council business using Hybrid cars therefore reducing emissions from business travel & eliminating the need for staff to use their cars to commute (a survey showed a 25% reduction in commuter car use for the staff who participated in the scheme)
Use of alternative fuels	**Achievement level: 2** Green Gold Biodiesel is the first dedicated biodiesel garage in the UK, located in central Manchester. It is run by Manchester Biodiesel Cooperative, a social enterprise, working to help

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
	reduce our fossil fuel use and contribution to climate change. It was supported by Manchester City Council through Neighbourhood Renewal funding.
	Use of LPG & Bio diesel in some council fleet vehicles

Case Study 20

Highways Agency Travel Plan

The Highways Agency is based in City Tower in Central Manchester. A formal travel plan was adopted across all sites in 1999, and has been successfully implemented locally with significant assistance and support from Local Authority Travel Plan Coordinators. Some measures have been linked with the Government Office North West travel plan, as the two share the same building.

Specific initiatives have included:

- Discounted public transport tickets, interest free season ticket loan.
- Cycle racks, showers, lockers, Bicycle User Group, cycle mileage payment.
- Introduction of home working.
- Video conferencing linking all HA offices.
- Car sharing with guaranteed priority parking spaces (1/2 of the car park dedicated to car sharers).
- reduction of carparking.
- Car parking management - allocating spaces on 'priority points'.
- Car mileage allowance decreased

The effect of the plan has been marked; driving alone to work was halved between 1998 and 2004, from 35% to 17%. Use of public transport, walking and cycling, and home working all increased. The Plan's own targets were exceeded, prompting the development of a second generation plan which will consider how to cope with the Agency's changing needs, including the establishment of a number of Regional Control Centres with associated vehicle fleets.

Greater Manchester Local Authorities administer their own award system for effective travel plans; The Highways Agency were awarded an ON TRACK Gold Award in 2005.

5 Programme Delivery

Case Study 21

Oldham Personal Journey Planning Project

Picture 5.13 Personal Journey Planner

Oldham Council ran a pilot project on personalised journey planning and its role in promoting sustainable transport, with funding from the Department of Transport and several partners, including;

- Oldham Metropolitan Borough Council
- First (bus operator)
- Greater Manchester Passenger Transport Executive
- Pennine Acute Trust
- The Oldham College
- SSL International.

A project coordinator was seconded from First to implement the project.

The aim of the project was to facilitate modal shift from single occupancy vehicles to alternative, more sustainable modes of transport, by empowering participants to make their selected journeys by such modes. A total of 841 personalised journey plans were produced for use by 1149 people.

Feedback from participants on their involvement in the project was very positive, with 90% of people who returned comment cards on their public transport journey stating that they would be prepared to use this mode again.

Following on from this project, Oldham MBC has prioritised its travel planning work and employed a full-time travel coordinator to review, relaunch and implement its own travel plan and to work with other organisations on travel planning.

5.1.4.4 Rural Issues

Although Greater Manchester is primarily an urban area, there are a significant number of rural and semi-rural wards towards the edge of the conurbation. Many of these areas have similar transport needs to those of the urban area. Rural proofing was undertaken at each stage of the LTP1 process in line with the Countryside Agency requirements. The most notable progress was made in enhancing accessibility for rural areas through implementing rural bus challenge initiatives. A number of authorities are also involved in developing and implementing the South Pennines Integrated Transport Strategy (SPITS), which has repercussions for our own transport policies and networks.

We were able to meet our national core targets for the percentage of households with access to a regular bus service in rural areas for four of the five LTP1 years.

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
Acknowledging the needs of rural areas	**Achievement level : 4** Needs of rural areas were acknowledged through LTP1 Objectives A,D,F,H. LTP1 themes include widening travel choices for all.
Relationship between rural and other areas	**Achievement level : 3** As mentioned in the introduction, most rural areas are close to the urban area and therefore initiatives delivered benefit both urban and rural areas. The LTP1 strategy emphasises that it is not just applicable to urban areas.
Considers accessibility needs of people living and working in rural areas, and areas of countryside in need of protection	**Achievement level : 2** LTP1 supports the concept of speed reduction and looks to minimise the impact of traffic in rural areas. Oldham has implemented a signing and lining programme to improve local safety on rural roads, and has also undertaken a significant programme of providing footways in rural villages and alongside rural roads to improve accessibility and safety. Bolton has tackled various accident black-spots on rural roads through signing and lining, which was partially aimed at leisure motorcyclists. Stockport has targeted various accident problem sites with a series of schemes, including improved pedestrian crossings and bus stops in Woodford, and surfacing and lighting improvements on off-road routes to schools. The rural character of Broadbottom in Tameside, has been preserved through the reuse and protection of old flags where possible in the Market Street footway maintenance scheme.

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
Consideration of tourist needs	**Achievement level: 2** LTP1 considers the needs of visitors and tourists in the pursuit of leisure activities such as walking and cycling. Development of the off road cycle network across GM has encouraged walking and cycling and made rural areas more accessible to no car modes. The most significant route is the Trans-Pennine Trail (see Case Study 30'Trans-Pennine Trail'). Bolton has implemented an off-road cycle network which will form regional route 80 to the west of the town centre, enabling local access to leisure opportunities, open countryside and other key destinations. Stockport has developed and improved off-road links between rural and urban areas, such as the Marple multi-user trail. Rochdale and Stockport have upgraded parts of the Pennine Bridleway.
Evidence of involvement from rural bus and rail operators	**Achievement level : 3** Bus and rail operators are represented on the LTP External Liaison Group. There was also consultation in the preparation of LTP1 and Bus Strategy. APT rural bus challenge resources - There have been a number of successful rural bus challenge bids which have involved rural bus operators (see Case Study 22'Demand Responsive Transport in Rural Areas'l)
Consideration of demand management, traffic management and park and ride	**Achievement level : 1** Part of Integrated Strategy. Rail park and ride schemes developed through Rail Investment Plan and Wigan and Bolton Rail Investment Partnership, which includes some semi- rural stations. Hazel Grove rail station has been designated and publicised as a Park & Ride site for the Peak District.
Interchange and information in rural areas	**Achievement level : 3** Part of Integrated Strategy and specific Integration project Information, Connections and Interchange) Again these projects apply to the conurbation, but will benefit rural areas.
Movement of Freight	**Achievement level : 2** The proposed Freight Strategy was prepared, which covers urban and rural areas.
Role of Community Sectors and Taxis: Arranged passenger transport partnerships with local taxi operators specifically encouraged	**Achievement level : 3** Local Link schemes established with Rural Bus Challenge funding, (see Case Study 22'Demand Responsive Transport in Rural Areas').

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
	Overcoming social exclusion in rural areas is part of the Integrate strategy (see 5.1.2.4 'Taxis' and 5.1.5 'Disability Issues and Social Inclusion')
Walking and cycling in combination with public transport	**Achievement level 2** A key theme of LTP1 was widening travel choice; this is specifically related to rural areas. The combination with public transport is covered in the Integrate Project. In Bolton and Wigan, improved walking and cycling routes to some rural public transport facilities were provided, using GMtif resources.
Priorities for action in rural areas	**Achievement level : 3** Attention was given to the development of Rural Bus Challenge proposals to address areas of poor accessibility and cases where commercial services had been withdrawn.
Firm Monitoring of Policies	**Achievement level : 2** Given the varying nature of our rural wards and the close links to urban areas it proved difficult to separate out the outcomes and outputs that relate to rural wards specifically. However, we were able to rural road accident locations and accessibility to public transport networks and key services.
Rural Bus Quality Partnerships	**Achievement Level: 1** There are no exclusively rural bus operations in the county which are part of a quality partnership.
Improve interchange and information in rural areas	**Achievement level : 3** GMPTE Integrate Project. Implementation programme includes bus improvement schemes. Bus Shelter Improvement Programme through Bolton and Wigan Transport Infrastructure Fund - some improved waiting facilities and passenger information. Blackrod Public Transport Study - detailed study of public transport facilities in rural settlement - resulted in formation of Friends of Blackrod Station and improved public transport information in Blackrod Centre. Demand responsive transport scheme to serve Greenfield rail station. Local travel information boards at rural and urban rail stations.

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
Use of Countryside Agency funds	**Achievement level :2** Countryside Agency rural proofing checklist used on development of strategies for rural and semi-rural areas.
Considers scope for enhancing services in rural areas	**Achievement level : 4** Rural bus challenge and council schemes: • Taxi and Bus Interchange facilities at three rural stations, • Shared Taxi Service - Broadbottom and Ramsbottom, • Establishment of Rural Transport Operators Co-operative, • Expansion of Rural Shared Taxi Service - Bolton and Wigan, • Expansion of Demand Responsive Taxi Service - Summerseat, Tottington and Ramsbottom, • Establishment of Community Transport Organisation in Hattersley, • Demand responsive transport service in Mossley / Uppermill

Case Study 22

Demand Responsive Transport in Rural Areas

We have successfully used Rural Bus Challenge and Rural Bus Grant to improve accessibility on the rural fringes of the conurbation. Shared taxi services, branded 'Local Link', have been introduced on routes in areas where demand is too low for a conventional, GMPTE subsidised, bus service.

Passengers ring a contact number and specify when and where they wish to travel, within a defined area; they are then picked up at their specified location and time. Fares are slightly higher than bus fares, but lower than taxi fares. The services are carefully designed to complement, not compete with, existing conventional bus services in their areas of operation. Currently 14 services operate using a dedicated minibus and a further 11 using shared taxis during their 'downtime'. In 2005 the total patronage on Demand Responsive services was in excess of 237,000.

One example of a demand responsive service in a rural area is that operating in Mossley and Saddleworth. This service, using a dedicated vehicle operated by a local taxi firm, provides links within a defined area which includes Uppermill village centre, Mossley and Greenfield rail stations, the Grotton bus terminus for bus links to Oldham, main bus stops for journeys to Ashton and Manchester and Delph, Denshaw and Tameside Hospital in the evenings and on Sundays when there are no scheduled bus services. Patronage has increased in the last year, from just over 6,000 for the quarter ending December 2004, to over 7,500 in the equivalent period of 2005.

5.1.4.5 Airport Surface Access

Picture 5.14 The Station, Manchester Airport

Manchester Airport is the third busiest in the UK, employs 19,300 people, and is a significant influence on the region's economy. A second runway was added in 2001, and passenger numbers have grown from 19.1m to over 22m in the LTP1 period. Satisfactory provision for surface access to the airport, taking into account their future development, was set out in the first Ground Transport Strategy (GTS), published in 1997. Since this date, the Airport adopted a Vision For Sustainability in 2000, which included the GTS in a suite of documents designed to translate those broad principles into detailed policy. The GTS was reviewed, and republished in 2004. See also Figure 5.2 'Main LTP1 Strategic Cycle Schemes'

In partnership with Manchester Airport we have achieved:

- A decline in the ratio of vehicle trips / passenger from 1.5 in 2001 to 1.44 in 2005
- An increase in overall non-car modal split from 19% in 2000 to 20.5%
- A 10% reduction in car trips by employees since 1996,
- Drive-alone car use is down to its lowest ever figure of 68% of person trips

What was planned to be done? (ie. actions in 1997 GTS remaining at 2001)	What was delivered? Plus explanation of any changes to what was planned. (ie. revisions in 2004 GTS)
Providing high quality passenger facilities to encourage more use of public transport for journeys to the Airport	**Achievement level : 4** The development of 'The Station' Interchange (see Case Study 12''The Station': Manchester Airport Ground Transport Interchange'), integrating bus, coach and rail between the 3 terminals. Work will commence on the Metrolink platform following full approval of the Phase 3 expansion. The developments were carried out by the Airport, councils, GMPTA/E, public transport operators and the Highways Agency working in partnership. Relocation of the Cycle Centre to The Station to provide further integration between modes.
Improving access to jobs at the Airport from areas in need of employment opportunities	**Achievement level : 3** Accessibility scheme aimed at enabling workforce to access Manchester Airport. First Stages of the Wythenshawe Manchester Airport Black Path for cyclists and pedestrians. Manchester airport subsidised bus links to the airport, including from areas of high deprivation.

5 Programme Delivery

What was planned to be done? (ie. actions in 1997 GTS remaining at 2001)	What was delivered? Plus explanation of any changes to what was planned. (ie. revisions in 2004 GTS)
Integration	**Achievement level : 4** The setting up of GMPTE's Integrate Project included Manchester Airport (see Case Study 13'The Integrate Project')

5.1.4.6 Freight

Freight is a particularly complex area for two main reasons; one is the inherent potential conflict between the economic necessities of transporting goods efficiently and the environmental impacts of freight movement, the other is that many of the desired actions are outside Local Authority control and are in fact the responsibility of other partners such as fleet operators or the rail industry. These were acknowledged in the LTP document, and should be borne in mind when assessing our effectiveness in delivering the actions identified in the following table.

We were able to :

- strengthen over 280 highway structures to maintain the integrity of the network for freight movements.

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Establish a Freight Quality Partnership	**Achievement level : 4** A Freight Quality Partnership was set up in 2002, comprising the FTA, RHA, rail freight infrastructure providers and operators, the Highways Agency, GM Police, Manchester Airport, GMTU and four councils. Several FQP meetings took place at freight installations in the county in order to improve knowledge about operations
Produce a Freight Strategy.	**Achievement level : 4** The Partnership produced a Greater Manchester Freight Strategy, referenced to the policies of the North West Region Freight Strategy. The Action Plan for our strategy has produced the outcomes described below:
Encourage and facilitate rail freight, including: • access to the network and • Facilitation and support to the development of freight-critical routes to and from the county	**Achievement level : 2** Although this was a part of the strategy we could only advocate rather than deliver, the Partnership ensured that it was kept fully updated on all issues and developments, and that its members were able to contribute effectively to other groups dealing with this aspect.

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Encourage and facilitate shipping, including the use of Manchester Ship Canal and access to coastal shipping routes	**Achievement level : 2** As above, this was an advocacy policy, but two new flows began to use the Ship canal during the LTP1 period: stone from a rail-served terminal at Weaste and containers from a facility at Irlam Wharf
Encourage environmental improvements to lorry fleets	**Achievement level : 1** The LTP, through the FQP, sought to promote this locally, on the back of national initiatives such as Freight Best Practice, but there was some operator concern about the effectiveness of particulate traps for local urban distribution trips, and the fact that the grant system for retrofitting such equipment collapsed during the period
Provide additional freight capacity where appropriate	**Achievement level: 2** New highway construction such as Cadishead Way and Manchester-Salford Inner Relief Route, and GMUTC upgrades have provided additional capacity for freight vehicles, and removed this traffic from inappropriate areas.
Improve freight movements, particularly through land use planning and traffic management	**Achievement level : 3** Major highways schemes were constructed which all yielded benefits to freight traffic along with other types of traffic (eg Cadishead Way in Salford). Industrial area access improvements such as the Westwood Link Road in Wigan directly assisted goods movement to final destinations and from origins.
	A major resigning project covered the Primary Route Network (see Case Study 23'Primary Route Network Re-Signing' below)
	30,000 copies of a Greater Manchester Drivers' Freight Map were produced. These were distributed to the freight associations, direct to operators and to motorway service areas / truckstops.
	Work was undertaken to identify the incidence of bridge strikes , and then focused on the ten most affected bridges in the county, with the aim of preparing a strike prevention plan for each. Some councils have mounted borough-wide warning sign initiatives, and advice on avoidance has become available on a number of websites available to drivers and operators.
	Progress in some areas has been slower than was intended, partly because initiatives which were the subject of experience elsewhere have not been evaluated as quickly as expected (eg HGV-only lanes), or guidance has taken longer to emerge (eg relaxation of delivery curfews).
	Reconstruction of many bridges and other highway structures across the county to carry 44t HGVs on major access routes to industrial areas and local centres.

5 Programme Delivery

Case Study 23

Primary Route Network Re-Signing

Picture 5.15 New Primary Route Network Sign, Tameside

In preparation for the completion of the Manchester Motorway Box with the construction of the M60 Denton-Middleton section in 2000, the DfT decided to redesignate the road as the M60 rather than, variously, the M62, M63, M66.

A major re-signing project was implemented by the Highways Agency, which, after some negotiation, included adjacent junctions on local authority roads approaching the M60. The final contract was completed at the same time as the Denton-Middleton construction project in October 2000.

The Greater Manchester authorities decided to complement these changes with a much needed re-signing of the whole of the revised Primary Route Network (PRN) in Greater Manchester. A number of revisions had previously been agreed both to the network and to the key destinations to be signed. The councils and the freight industry were keen to see comprehensive consistent signing in line with the revised (1994) standards.

The LTP provided the opportunity to deliver such a project. £2.4 million was 'top-sliced' in three tranches - £600,000 in 2001/02, £800,000 in 2002/03 and £1,000,000 in 2004/05. A working group of all councils, chaired by Trafford, was established, and with technical support from Greater Manchester Transportation Unit (GMTU). There was joint agreement on the extent of signed routes to each key destination in Greater Manchester, and on external destinations. Individual councils then determined their preferred local destinations and undertook sign design with consultation as necessary on local destination signing across council boundaries. All such designs were then subject to an independent auditing process (by GMTU) to ensure as consistent an approach and style as possible.

The whole process began in 2001/02 with signing associated with the main Commonwealth Games 2002 venues. All such signing was in place before the opening of the Games. Subsequently, signing design, audit, manufacture and installation was an ongoing process throughout most of the LTP1 period, until completion in 2005.

The changes have been very extensive, and have included the incorporation of the new key destinations of Altrincham, Leigh, and Trafford Park together with a thoroughgoing rationalisation of signing to and around the regional centre. Appropriate tourist signs have also been incorporated as and when required. The result is a comprehensively revised PRN with continuous and consistent signing to current standards. It has been very well received, particularly by freight industry representatives within the Greater Manchester Freight Quality Partnership, although it is difficult to measure just how beneficial the re-signing has been. However, there were discontinuities and omissions in the previous signing which must have contributed to inappropriate route choices, particularly among visitors to the area, leading to extra mileage, lost time, and annoyance. We believe such problems have been considerably alleviated under the comprehensively revised signing.

5.1.5 Disability Issues and Social Inclusion

In LTP1 we aimed to ensure that the public transport network continued to meet the needs of people dependent on it, and to improve access for people with mobility problems. Accessibility was also a key aim of our Bus Strategy. During the course of LTP1 we developed our Accessibility Planning Strategy, the aims of which are to work in partnership to provide access to opportunities important for a high quality of life, with a particular focus on access to employment, healthcare and food and lifelong learning as well as access for disadvantaged groups.

We were able to :

- achieve our target for the percentage of the population with reasonable access to the public transport network
- increase the number of fully accessible rail stations from 48 in 1999/00 to 56 in 2005/06 (slightly short of our target)
- meet our target for the number of Ring & Ride journeys
- increase the proportion of wheelchair accessible buses from 33% in 1999/00 to 48% in 2005/06 (slightly short of our target)

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Improving access for disabled people and meeting their needs	**Achievement level : 3** In improving access for people with disabilities, GMPTE have consulted extensively with disabled people, for example on bus stop design prior to the introduction of raised kerbs. GMPTE staff also undergo Disability Awareness Training. We have worked with operators to increase the proportion of accessible vehicles in operation. Whilst the proportion has increased from 33% to 48% during LTP1, this still falls short of our target of 51% but is outside our control. We have complemented the accessible vehicles by improved accessibility at bus stops (including raised kerbs and tactile surfaces), and bus stations.

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	Our Local Link services and Yellow School Buses are wheelchair accessible, as are our Metrolink stops and vehicles, and we have begun a programme of improving the accessibility of rail stations. Our Scheme of Information sets out standards for accessible information. (This is described in more detail in 5.1.2.6 'Information'). GMPTE was successful in winning an award from the RNIB 'Simply the Best' Award for talking signage (REACT) at Bolton Bus Station. Our understanding of the needs of disabled people has been greatly aided by better consultation on policy and key highway schemes with groups representing disabled people and local authorities, for example those at Bury and Stockport. Some Councils have applied an auditing process to new highway schemes and the existing highway network; for example Oldham MBC has been working with the local 'Access for All' group to identify locations and carry out Accessibility Audits since 2004. The Greater Manchester-developed audit system COPECAT (see Case Study 29'Concise Pedestrian and Cycle Audit (COPECAT)') also has a section dealing with common barriers for disabled people. There have been significant improvements in streetscape, for example dropped kerbs and upgraded pedestrian crossings to include facilities for disabled people. These have often been incorporated in floorscaping associated with pedestrianisation schemes, such as that in Atherton, local safety schemes, QBC or carriageway resurfacing works. The extension of e-government facilities to cover all council services capable of being undertaken online has helped those with mobility problems and potentially reduced the number of trips made.
Working in partnership with transport operators to improve access for disabled people	**Achievement level : 3** GMPTE has produced a best practice guide to Travel Training, to enable people with a range of disabilities to gain confidence and skills to travel independently on mainstream public transport. Following a successful launch conference attended by over 80 organisations, GMPTE's accessible transport grants were extended to include capacity building travel training by voluntary sector organisations. To date, grants have been awarded to

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	GMATL, the Brain and Spinal Injuries Centre, Bury People First and Together Trust, all of whom now offer travel training to their users We have worked with bus operators to increase the number of wheelchair accessible vehicles, and also undertaken a programme of raising bus stop kerb heights, initially on QBCs. These improvements also benefit people with other mobility problems such as parents with pushchairs. We also work with taxi operators. We have continued to provide a taxi vouchers scheme to subsidise taxi travel and have also produced a taxi drivers' handbook to help them provide the necessary assistance to disabled people.
Continuing to provide a Ring and Ride service and improving its integration with other social needs transport	**Achievement level : 3** We have continued to provide and financially support the Ring and Ride service, which offers door to door transport for people with mobility problems.We are aware of the potential benefits of better integration with other providers and we are taking steps to improve access to it through integration with social needs services. Following a Best Value Review into Integrated Social Needs Transport, we have implemented a pilot scheme integrating community transport and social services. This improved vehicle utilisation, increased access to services and reduced spending on taxis. A project manager has now been appointed to extend integration further.
Maintaining coverage of the bus network	**Achievement level : 3** The commercial bus network continued to contract during the LTP1 period, with operators concentrating on the more profitable routes. We continued to subsidise non commercial bus services in order to maintain the percentage of the population with easy access to a bus service at 93.5% (weekday daytime) .
Providing demand responsive services in areas of very low demand	**Achievement level : 4** In areas of very low demand, we introduced Demand Responsive Transport, which carried 234,000 passengers on 2005/06 on 26 services. In some cases this has involved using minibuses, but in others we use a shared taxi service to provide access, particularly in rural areas. These provide links to key facilities including healthcare and, where appropriate, rail services. Some of these services were launched with funding from Rural Bus Challenge (Partington and Cadishead Transport Co-operative, and shared taxis in Uppermill, Mossley and Hattersley) or Urban Bus Challenge (Wythenshawe, Hulme and East Manchester

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	Local Link services). Rural Bus Grant has been used to support both conventional and demand responsive services, helping 217,000 passengers to travel in 2004/05.
Developing partnerships with Community Transport operators to provide services	**Achievement level : 4** We have been working in partnership with Community Transport (CT) organisations to help them increase their competence and capacities, including business planning, governance training, information exchange and tendering abilities. Community Transport organisations now provide 12 services through contracts funded by GMPTE and 6 services funded by external finance.
Continuing to provide school bus services and improving the quality to make them more attractive to pupils and their families	**Achievement level : 3** We continued to provide schools services where there was either no bus service, where peak hour buses are overcrowded or where pupils would face an unreasonably long journey to school. Since 2002, we have introduced 29 dedicated Yellow Buses. The package of measures, introduced in partnership with schools, Local Education Authorities and operators, have resulted in a dramatic reduction in anti-social behaviour. The buses have achieved, on average, a modal shift of 21%.
Continuing to provide a concessionary fare scheme	**Achievement level : 4** We continued to offer a more generous concessionary fare scheme than legally required, providing concessions for mobility impaired people, children (including 16-19 year olds) and elderly people. In 2006 we introduced free travel within Greater Manchester on bus, rail and Metrolink for elderly people.
Improving safety and security on public transport journeys to make it easier for vulnerable groups to travel	**Achievement level : 3** Safety and security has been identified as a key concern through consultation, and can lead to increased social exclusion for vulnerable groups. We have worked with operators and through local Crime and Disorder Partnerships to introduce a number of measures including free concessionary travel for Police, Police Community Support Officers and Local Authority Wardens, the use of bus escorts, a mobile policing unit and a mobile security unit, the setting up of dedicated Public Transport Crime Task Groups in seven councils and the improvement of incident reporting procedures. Recent evaluations show that following the introduction of Bus 'Safer Travel Officers' on some 1,715 bus journeys, there was a 34% decrease in the number of reported incidents compared to the same period the previous year. In Manchester, Wigan and Bolton centres, we have introduced Night buses which give access to jobs in the night time economy as well as improving safety and security by dispersing revellers quickly.

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	CCTV has also been introduced or upgraded at a number of locations, including Bredbury and Marple rail stations.
Improving access in response to specific local problems	**Achievement level : 2** Manchester Airport subsidises early / late bus services to assist shift workers, and a demand responsive transport service from an area of job shortage (Middleton). European Regional Development Funding has been used to provide a shuttle bus service to link Middlebrook retail and leisure development to Bolton town centre. A shopping link demand responsive service in Oldham links communities with supermarkets, using a fully accessible minibus. A section 106 agreement funded additional bus services to a food store and employment area at Bredbury Industrial Estate, Stockport. In Manchester, we have used Neighbourhood Renewal Funding to train Jobcentre Plus staff to provide personalised journey planning to jobseekers, including incapacity benefit claimants and lone parents. The scheme also provides free bus tickets for interviews and an initial period of work. A number of partnerships with the Health Service have improved access to local hospitals - for example the Bolton Perfect Journey Partnership on bus service 501 from Moss Bank Way through Bolton town centre to the Royal Bolton Hospital, and a section 106 agreement helping to fund additional bus services to Stepping Hill hospital in Stockport. General PTE-supported bus services also perform an important role in providing access to hospitals.
Working with partners, including the establishment of Strategic Accessibility Partnerships	**Achievement level : 3** Prior to the development of Accessibility Planning, GMPTE had established, and continues to service, a Health and Transport Network to bring together key players in the health and transport sectors. This comprises a Health and Transport Forum open to all practitioners, an electronic newsletter withover 200 subscribers and contributors, and a Health Reference Group to progress joint projects. We had also undertaken significant partnership working with the education sector, including post 16. As part of the Accessibility Planning Strategy we established three Strategic Accessibility Partnerships for employment, education and health and food to ensure the involvement and commitment of partners.

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Developing an Accessibility Planning Strategy	**Achievement level : 4** Building on the strong foundations of our ongoing work to improve accessibility, we published an Accessibility Strategy in 2005. We undertook research on people's travel horizons and access priorities, mapped the accessibility of health, education, employment, district centres and major supermarkets and identified particular areas where there are problems. We developed an Action Plan for studying these in more detail and have begun to implement actions from early studies of Stepping Hill Hospital (provision of an additional bus link) and the Culcheth, Ashton-in-Makerfield, Newton-le-Willows and Golborne areas (provision of cross-boundary bus links).
Improving access by walking and cycling in areas of deprivation	**Achievement level : 2** Walking and cycling routes linking areas to employment, leisure or other facilities have been improved in the Reddish and Brinnington areas of Stockport, Oldham and Wythenshawe. Other innovative schemes include a community bike 'library' in Adswood and a cycle club in Brinnington (both in Stockport). Oldham's school travel advisor has undertaken much work with schools in regeneration areas. Bolton have invested in their Economic Development Zone to increase accessibility to employment from deprived areas. Our Cycle Marketing Strategy also specifically recognised the need to encourage female cyclists; subsequently the On Your Bike promotional magazine profiled a number of women cyclists.

Case Study 24

Bolton Mobility and Access Project

Picture 5.16 Crossing Point, Bolton Town Centre

In answer to the Disability Discrimination Act 2005, Bolton Council developed an innovative Bolton 4u route that is a beacon for combating disability discrimination in terms of highway and transport infrastructure. The Bolton 4u route essentially follows the Bolton part of the corridor partnership route identified in LTP2. The footprint of the route whilst only covering around 15% of the overall borough is in fact accessible to between 30% to 50% of key services and facilities including the Royal Bolton Hospital and several disability day centres. Consultation on the route is targeted through the local area forums and specialist disability groups split into teams to reflect the diversity of issues along the route.

The project is broader than just ensuring that, for example, all kerbs are DDA compliant along the route. The project also looks to establish partnership working to develop such initiatives as travel training for the disabled and elderly, travel plans / measures with local business along the route including the disability day centres, and encouraging the availability of shop mobility around Bolton Town Centre and along the corridor as a few examples.

The project has put in place a new auditing process by which engineering schemes along the route are audited for disability requirements and where necessary, disability facilities can be installed as part of a package of measures. The project to date has benefited from £500,000 that has delivered a programme of drop kerbs, tactile paving, improved crossing facilities at existing junctions, new puffin crossings, and bus stop environmental improvements to QBC standards. The project will continue into LTP2, and will inform good practice elsewhere.

5 Programme Delivery

Case Study 25

Salford Local Link

Picture 5.17 Salford Local Link

Through LTP funding, GMPTE provided 3 vehicles for the Salford Local Link demand responsive transport service, and funds the operation through its revenue budget. It is operated by Salford Community Transport to provide links for Ordsall, Seedley, Pendleton and Langworthy to employment, health, education and shopping facilities. These are areas with a high proportion of economically inactive residents (18% lone pensioners), with low car ownership and high levels of limiting long term illness. The area of operation of the service was subsequently expanded to cover the area north of the A6 including Charlestown, Wallness, and parts of Lower Kersal and Lower Broughton, together with an evening and Sunday service providing links to Hope Hospital from the whole of the service area at times when, unlike the daytime period, direct bus services do not operate.

Patronage has been growing steadily: monthly patronage in January has increased from 1400 in 2004 to 1750 in 2005 and 2250 in 2006. This represents an increase of 60% since 2004 and 29% over the last year. Total patronage in 2005 was 23,111. The service is used mainly for education and shopping purposes, probably because it does not serve the Trafford Park area and only serves Hope Hospital in the evenings. Analysis of passenger characteristics shows that 95% of users have no access to a car; 76% are elderly while 48% are mobility impaired.

An analysis of journey origin and destinations shows that while there were relatively few destinations, with Salford Shopping City, Regent Road Retail Park and De La Salle College the most popular, passengers' home addresses are widely dispersed across the area. This, combined with physical access difficulties for many of the passengers, precludes the provision of alternative fixed route bus services. The service is particularly heavily used by residents of Ordsall (an area of high social deprivation where conventional bus service provision is poor).

An additional benefit is that the vehicle and administrative support afforded by the scheme to Salford Community Transport's core transport operations (which are revenue funded by a grant from Salford City Council and group hire income) has supported a more than doubling of group trips with 21,100 passenger trips in 2005/06 to date, compared to the 10,500 carried in the whole of 2003/04, representing a reduction in cost per passenger of 39%, to £2.22.

5.1.6 Travel to School

We welcomed the increasing emphasis placed by central Government on travel to school issues later on in the LTP1 period, and the additional resources provided. This has enabled us to make more progress than we anticipated in 2000.

We were able to :

- Increase in the number of children travelling to school by non-car modes from 55% to 58% of the mode split in primary schools, exceeding our target of 57%.
- Encourage 365 schools to adopt an approved School Travel Plan.
- Produce the ding-ding website, teaching children about public transport.
- Provide 29 Yellow School Buses reducing anti social behaviour and encouraging modal shift (see Case Study 27'Yellow School Buses').
- Employ School Travel Advisors in all councils

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Integrated strategy for reducing car use on the school run and improving childrens' safety on the journey to school	Our strategy has the following components: School travel planning, provision of school buses and concessionary fares, safer routes to school, traffic management, road safety education and engagement with young people about their travel choices.
Assessment of current pattern of travel to school with baseline data; plans for monitoring	**Achievement level : 3** A 'hands up' survey asking how children travelled to school on that day has sent annually to all schools since October 2002, in a format consistent with neighbouring council areas. Typically a 45% response rate has been achieved. The results are split between primary and secondary schools, and reported as LTP indicator H10: School Travel. The numbers and progress of school travel plans are also collected, and detailed surveys carried out at individual travel plan operators.
Process for setting local targets on modal shift and links to road safety targets.	**Achievement level : 3** Our first LTP contained a mode shift target for mode of travel to school for both primary and secondary schools, based on our hands up survey data. Links to our road safety target was made in our GM School Travel Plan Strategy.

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Travel Plans: Proposed measures for identified schools, with costed implementation programme	**Achievement level : 3** 365 schools have produced STPs, each of which contains a list of measures appropriate to that school and an implementation plan.
Travel Plans: Phased strategy with suitable monitoring arrangements and targets in place	**Achievement level : 3** Our STP Strategy was produced toward the end of the first LTP period. However, by this time we had already developed targets for mode of travel to school and the number of schools adopting STPs each year. Mode of travel to school is measured through the hands up survey (see above) and the number and progress of STPs is measured through our annual STP audit.
Clear integration with Walking and Cycling /Safer Routes to School Identification of continuous walking and cycling routes to schools with links to existing cycle and pedestrian networks	**Achievement level :3** Every individual STP identifies the need for route improvements. School Travel Advisers then prioritise these improvements with council engineers. In addition, Bolton and Wigan also include traffic management questions in their school travel surveys. Salford and Bury have a rolling programme of installing cycle shelters at schools that have STPs. Stockport has implemented 46 20mph zones, again prioritising those schools with STPs, Manchester 76 and Tameside 63. By the end of LTP1, 45% of schools in Oldham had physical traffic calming on their frontage. Manchester has also taken advantage of Links to School joint-funding and has connected 14 schools to the National Cycle Network. Stockport has also produced a Green A - Z showing walking and cycling routes and utilises GIS mapping to plot pupils' routes to school and identify areas of need for improvement. All Greater Manchester authorities also take into account those schools with STPs when they prioritise schools to receive pedestrian and cycling training.

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
School transport provision	**Achievement level: 3** GMPTE provides nearly 203,900 school bus journeys on subsidised services, where regular services either do not exist, have no spare capacity or would give an unacceptably long or complex journey to school. These carry 9.73m children per year. Many parents have concerns over safety on school buses, given the high levels of anti-social behaviour experienced on some buses. We have therefore introduced 29 Yellow School Buses, carrying 1,800 pupils. These offer a high quality service and their introduction is accompanied by a package of measures to improve behaviour. These are proving highly effective in achieving a modal shift away from the car. (see case study) GMPTE has also piloted the introduction of some of the features of yellow buses, eg CCTV, on other services. When identifying which schools will have Yellow School Buses, priority has been given to those schools with STPs and schools where there is potential for modal shift. GMPTE liaises with council planning departments to ensure that boarding facilities for buses are included in plans for new schools. Boarding facilities and waiting environments are also improved when yellow buses are introduced.
Information on school bus services	**Achievement level: 4** In addition to various generally available fares leaflets, GMPTE produces information specifically for schools, including: • Specific school bus timetables were distributed to every high school at the beginning of the school year and were also obtainable from Travelshops. • A brochure 'A Parent's Guide to School Transport' is distributed to every Year 6 pupil in Greater Manchester. The guide tells parents about school transport, shows parents how to help the child travel independently and tackles issues like bully and anti-social behaviour. • The 'Getting Further' pocket guide is distributed to all year 11 pupils. This explains about Scholars' Permits and concessionary fare availability, and how to get information on services by the various formats.

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Concessionary Travel	**Achievement level: 4** Children aged 5-15 pay a 50p (each way) concessionary fare for all trips trips wholly within the county. In addition, young people aged 16-18 can pay the concessionary fare on the journey between home and the school or college on production of a scholar's permit Children may also receive a free school bus pass depending on the distance they have to travel to school.
a) Evidence of joint working between transport and education officers; b) evidence of consultation with schools, police, health authorities, bus operators	**Achievement level : 3** a) All GM authorities now enjoy closer links between transport and education officers, in part expedited by the provision of School Travel Advisers. Most authorities operate a STP Group, for example Oldham, which includes representatives from Healthy Schools, Eco-Schools, Road Safety, Education, NRSI, New Deal for Communities, Traffic Management & Transport Planning. b) Consultation with schools, police, health authorities and any other interested parties takes place during the production of a STP. Authorities also consult with these groups on specific initiatives, such as appropriate traffic calming measures. In addition, Manchester runs the Safer Schools Task Force, which comprises the internal partners mentioned above, but also includes external members such as Greater Manchester Police and the Health Authority. Wigan's STP Working Groups and Road Safety Forum include police, school, health authority, council members, residents, parents children and any other interested party. Authorities are also working with Children's Services, Further Education Colleges and GMPTE on 16-19 Transport Provision. There is close liaison between GMPTE and Education departments and schools. The routes of school services are reviewed each year, to reflect the addresses of pupils. Yellow buses are used by schools during the school day and after school, in order to get best value out of them (see Case Study 27'Yellow School Buses'). Educational material is provided to schools to educate pupils about travel choices and how to use public transport (see below)

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
	The 'Crucial Crew' project delivered safety advice to 9-13 year olds, alongside British Transport Police, police and emergency services. Bury bus station provided a base covering Bury , Rochdale, Salford and Bolton, with Manchester joining the scheme in 2005 and the remaining councils by 2007/08.
Engagement with young people	**Achievement level : 4** GMPTE works with schools to help pupils understand the links between transport and the environment and to encourage them to use public transport in a responsible way. A variety of educational materials has been produced: • The ground-breaking DingDing.org.uk website has been developed in consultation with children, teachers and education advisers. Aimed at 5-14 year olds, it uses games to develop public transport skills. As well as different levels of games, each module also includes quizzes, fact sheets, work sheet and lesson plans. • The 'Right of Passage' teacher's pack has been endorsed by the Citizenship Foundation. Aimed at 10-14 year olds, it consists of a video, CD Rom and lesson plans. It involves children to dramatise the effects of vandalism on public transport in a way which engages with young people showing them the effects on their own local communities. • Kid's Packs' are distributed via 'Crucial Crew' events and given to primary schools children to introduce them to public transport and explain the link with environmental issues.
Clear evidence of effective partnership with parents, residents, schools, police, health authorities, bus operators, local business and voluntary / community transport groups	**Achievement level : 3** Every STP has been produced in consultation with these groups where appropriate. Some of these groups also sit on the STP group within councils. Parents and residents are actively encouraged to volunteer to run STP initiatives, for example walking buses. In Salford, community police assist with parking issues outside schools, and local businesses allow park and walk schemes to run on their premises. The Yellow School Bus schemes involved partnerships with parents, schools and operators, for example in the drafting of codes of conduct.

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned
Effective joint working and co-ordination of road safety education, health education, environmental education and awareness campaigns with plans for physical measures	**Achievement level : 3** This is addressed in most authorities through the STP groups mentioned above, and by provision of engineering measures identified in individual STPs. In addition: • Road safety education is achieved through provision of pedestrian and cycling training, for example the Go-ride cycling course run at schools in Salford's cycling shelter provision programme The Walk to School Week passports that we developed also focus on safety and health. The 'Crucial Crew' scheme delivers safety advice to 9-13 year olds alongside the Police and emergency services. • Health education is achieved through working with Healthy Schools Co-ordinators and providing activities such as pedometer projects in Wigan, and through "foot" badge award schemes for walking. Bury has set up Physical Activity Forum with relevant bodies to discuss and plan education campaigns. A Healthy Routes to School project has been set up in Reddish and Brinnington, Stockport, as part of a Healthy Living Centre. • Environmental education is achieved through close work with Eco Schools champions and organisations such as the Education for Sustainable Development Network in Wigan and Manchester Environmental Education Network in Manchester. Schemes include Manchester's Green Miles campaign, which recorded levels of sustainable travel of over 90% in some schools.
Clear integration with plans for traffic management, parking and speeding restrictions on routes to schools	**Achievement level : 3** All councils employ a range of measures around schools to manage traffic. Examples include park and walk schemes, 20mph zones around appropriate schools in Manchester and Tameside, NRSI funded traffic calming measures in Bury and traffic calming measures implemented on local distributor roads and in residential areas using LTP funding in Oldham.
Links with independent school sector	**Achievement level : 2** The process to engage independent schools is slow, as they do not qualify for the DfES capital grant. However there are some successes, for example in Stockport two independent schools have STPs, and Road Safety Officers deliver activities to independent schools.

Case Study 26

Broadfield School, Rochdale

Picture 5.18 Broadfield School, Rochdale

Background

Broadfield School near Rochdale town centre has being extended and upgraded through a PFI project. It brought together the existing school, a separate annex, and nearby closing school, on one site,. Routes for the migrating pupils and future intake populations were investigated by the council. The main danger points were identified as the A58 dual carriageway and Drake Street. Cross-departmental working on the solution sought to optimise the benefits not just for the school run but to the wider community in line with each of the individual services' objectives.

Measures

A Walking Bus was set up in April 2005, and is still operational. It was supported in the early weeks of its operation by the Sustainability team and Road Safety staff.

A 'Puffin' crossing was installed on Drake Street which also assists access to and from the Railway Station and the proposed Metrolink stop. At the A58 a Toucan crossing was put in place, this having the added benefit of linking the key pedestrian route and a short section of a town centre strategic cycle route to a quiet section of road running parallel to the dual carriageway. A key operated override was provided to enable the Walking Bus to cross both arms of the dual carriageway in one movement.

A new inclined path was added at Broadfield Park to help both parents with prams or young children and the wider community to avoid the use of the existing steps to access to the park. Heritage style street lighting columns were installed, and park vegetation managed in order to to open up the route and improve personal security. The area immediately adjacent to the school was traffic calmed. As part of the modifications to the refuges on the A58, the left turning splay which gives access to a town centre supermarket was extended to help reduce congestion for motorists on the dual carriageway.

Effect

The modal split of pupils driven to school alone in a car alone fell from 36% to 32%. Significantly walking to school increased from 48% to 68% as a result of the travel plan measures.

5 Programme Delivery

Case Study 27

Yellow School Buses

Picture 5.19 Yellow School Buses, Wigan

GMPTE has introduced 29 Yellow school buses, offering high quality school transport to 1,800 students throughout the area. Nine of these vehicles, funded through the Transport Infrastructure Fund, operate in Wigan, serving 600 students in 3 high schools. By offering safer and higher quality services, which reduce the level of anti-social behaviour often experienced on school buses, these encourage more families to choose the bus rather than the car for the journey to school.

The single-decker buses are well equipped with dedicated seats, wheelchair access, seat belts, racks for school bags and sound-systems and their introduction is accompanied by a Code of Conduct, backed up by full CCTV recording systems. Failure to comply with the Code can result in the withdrawal of a pupil's photo pass. This new system helps the regular bus drivers, who are trained in disability awareness and customer care to engage with pupils to ensure good behaviour. All the buses are fitted with engines compliant with the Euro 4 standard and with particulate traps to minimize local air pollutants. The routes served by the buses are regularly reviewed by mapping pupil postcodes to minimize walking distances and maximize the catchment area.

Based on the previous mode of travel of pupils, each Yellow Bus operating in Wigan is estimated to reduce car travel by around 600,000 km over its projected 20 year operating life. This reduces traffic flows and the demand for parking, especially near the school. At Standish school, where the route was not previously served by school buses, the modal shift for pupils using the new buses was 60%.

GMPTE actively promotes the use of the vehicles for wider educational uses including swimming and field trips, after school, weekend and holiday trips. A typical operator will use each vehicle for between 14 and 20 such trips each month. Tender prices for providing services are significantly lower, because operators exclude vehicle costs from their bids. Therefore, over the life of the vehicle it is estimated that the capital and revenue costs of this higher quality service are broadly equivalent to the cost of conventional provision.

Feedback indicates high levels of satisfaction from both pupils and drivers.

Case Study 28

Mode Shift for Primary Schools in Stockport

Over the LTP1 period there has been a concentrated effort to encourage the use of healthier and more sustainable modes to travel to school. 44 Stockport schools now have travel plans (40 primary, 3 secondary and 1 independent). There are also many initiatives going on in schools such as WoW! (Walk Once a Week), Walk to School Week, Park and Stride, and more recently 12 primary schools have had success with Bike Week and 3 secondary schools with Change The Way We Travel Challenge. This activity is now bearing fruit, with a modal shift from car to walking over the past 3 years and an increase in cycling to school.

Across the area there are programmes to create 20mph zones near schools and enhance the visibility of school crossing patrols. Off road walking routes to schools have been developed and improved with all weather sufacing and lighting. Pedestrian and cycle training is offered to all schools, and many schools appoint junior road safety officers who receive information to promote road safety in their own school.

There has also been an ongoing programme to provide cycle racks and cages and improve bus waiting facilities at schools. Stockport Council is assisting the development of school travel plans by supporting individual schools that are interested but also by looking at all schools within a secondary school's catchment area to maximise the benefit of potential physical improvements in an area, as well as tailoring packages for individual schools.

	2002	2003	2004	2005
Walk	50.6	53	54.1	57.3
Cycle	0.3	0.9	0.6	1.3
Car	45.4	42.4	41.8	39.4
Bus	3.3	3	2.9	2.4

Table 5.9 Mode Split at Primary Schools in Stockport

5 Programme Delivery

5.1.7 Cycling

At the start of the LTP1 period, there was some disparity in performance with regard to cycling between different authorities. Nevertheless, a specific Greater Manchester cycling strategy was produced early on, which addressed the key areas of:

- a strategic and policy context to encourage more and safer cycling
- physical improvements to cycle infrastructure and conditions for cyclists
- establishing partnerships
- encouragement and promotion
- improving monitoring
- targeting resources strategically in a cost-effective manner

Very good progress been made in establishing a firm foundation for future activities. This has resulted in a much higher profile and recognition of the role of cycling, better coordination between authorities, higher quality infrastructure, better consultation and understanding of cyclists needs, and a greater role for the previously neglected area of promotion and marketing. It appears that this work is now paying off as we have started to see an increase in the number of cyclists in recent years. Unfortunately, our progress towards our target was hampered by our decision to reflect the over-optimistic National Cycling Strategy target which was subsequently abandoned by central Government; our LTP2 target is more robust and achievable.

See also

Map 4 Major Cycle Schemes

We were able to :

- reverse the long term trend of a decline in cycle use towards the end of the plan period, although overall cycle use fell and we failed to meet our ambitious target
- exceed our target of reducing cycle road accident casualties
- give on-road safer cycle training to approximately 20% of primary school leavers each year
- increase cycling to school by up to 50% in specific school travel plan cases

What was planned to be done?	What was delivered? Explanation of any changes to what was planned
Production of discrete Greater Manchester cycling strategy with target in late 2000.	**Achievement level : 4** Strategy adopted which supported principles of National Cycling Strategy and targets, and expressed desire to increase cycle trips, reduce cyclist casualties, increase training, reduce cycle theft, produce cycle parking standards and monitor cycle use.
Each Local Authority to have in place a local cycling strategy and action plan	**Achievement level : 3** In response to falling cycling levels, a remedial Greater Manchester Action Plan was produced in 2003, with a set of actions designed to target key areas in a cost-effective way.

What was planned to be done?	What was delivered? Explanation of any changes to what was planned
	Implementation was monitored on an annual basis.Most authorities have a local strategy or specific set of policies regarding cycling. Tameside's Strategy has been approved by its cycle forum and will be published shortly.
All authorities identified the need to cater for cyclists, and LTP resources to fund this work.	**Achievement level : 3** All authorities have implemented improvements for cyclists in line with the Greater Manchester Cycling Strategy and their own local cycling strategies. These have involved both physical measures, improved involvement, and awareness raising / promotion. LTP resources specifically for cycling schemes were increased over the LTP1 period, from 1.06% of the ITB in 2001/02 to 2.44% in 2005/06, in recognition of the disappointing performance. In addition, as we have successfully integrated cycling with other workstreams, many improvements for cyclists were installed as part of schemes funded from other pots, for example Quality Bus Corridors, or maintenance works. Other sources of funds were also exploited, notably Oldham MBC who secured £0.5m of ERDF resources towards developing a comprehensive cycle route network.
Develop countywide cycle monitoring strategy, including establishment of baseline data for monitoring cycle use, and measuring the effect of new schemes.	**Achievement level ; 4** Baseline established with 20 core automatic counter sites across Greater Manchester. Currently there are over 60 sites in what is believed to be the most comprehensive cycle monitoring system in the UK. Many have been installed as part of new schemes. These allow us to measure cycle use more accurately, and over a longer time period allowing us to examine longer term trends. Cyclists crossing cordons into key centres are also counted manually, as are cyclists on A and B roads. Counts of cycle carriage on local trains, and systematic monitoring of the extent of safer cycle training at primary schools have been introduced. Recent monitoring is now showing an increase in cycle use for the first time in many years, even on main roads

5 Programme Delivery

What was planned to be done?	What was delivered? Explanation of any changes to what was planned
A road user hierarchy was proposed in the walking strategy, which placed cycling near the top.	**Achievement level : 2** Some Councils, such as Manchester and Stockport, have formally adopted local hierarchies which give priority to pedestrians and cyclists; this has influenced work in local centres in particular. A hierarchy was adopted as part of the Greater Manchester Walking Strategy, but it has proved difficult to enforce in all areas.
Develop countywide minimum cycle parking standards to apply to new developments.	**Achievement level : 3** Countywide minimum standards developed and issued as guidelines for authorities to consider when adopting their own standards, due to difficulties in reaching agreement on associated car parking standards.
Develop supplementary planning guidance on design of cycle facilities.	**Achievement level : 4** Design guidance was incorporated into the above cycle parking standards guidance.
Completion and promotion of the Trans-Pennine Trail.	**Achievement level : 4** Trans-Pennine Trail (NCN 62) was delivered and publicised. It formed a focus for some Bike Week events. Links to the Trail have also been created, such as those linking Brinnington and Reddish in Stockport. See also Case Study 30'Trans-Pennine Trail'
Completion of National Cycle Network	**Achievement level : 3** Manchester Cycle way (NCN 60) between Chorlton, Gorton and Sportcity completed. Proposed routes for the NCN have changed and increased over the LTP1 period, but to date there has been much progress made, including substantial completion of routes NCN 6 (Ramsbottom – Fallowfield) and route 55 in Salford, and Regional Routes 85 (Manchester – Airport), 80 (Horwich – Bolton – Ainsworth) and 80 and 92 in Rochdale. In addition, there have been many additions to the local routes network, including the Alexandra Park scheme in Oldham, cycle lanes on the A49 in Wigan, Barton cycle route in Salford, and Wythenshawe Black Path. Stockport secured £3.5m of additional maintenance funding for strengthening and reconstruction of structures to maintain the integrity of the pedestrian and cycle network.

Programme Delivery 5

What was planned to be done?	What was delivered? Explanation of any changes to what was planned
Incorporate cycle schemes into Quality Bus Corridors	**Achievement level : 3** Extensive cycle features have been included in the QBC network, including almost 20 km of cycle lane, Toucan / Pegasus crossings and advanced stop lines.
Continue local cycle parking implementation programmes	**Achievement level : 4** More secure racks have been installed at key locations across the county, especially in key centres, which have seen an increase in inbound cyclists in the morning peak, and schools which benefited in particular from the DfES Travel to School Initiative capital grant. Motorcycle parking facilities have also been installed in many town centres, which has reduced the inappropriate use of cycle racks by PTWs.
Local safety schemes consider the needs of cyclists, and often incorporate cycle friendly measures.	**Achievement level : 4** Overall, these measures have ensured that we met our target for a 50% reduction in pedal cycle casualties. In a minority of cases the need for safety has taken priority over convenience.
Establish a Greater Manchester Cycling officers' Group to promote and encourage safe cycling as part of all transport policies, and develop partnerships to promote cycling	**Achievement level : 4** Group established in 2000, comprising all authorities, Manchester Airport and the Health Service. Wherever possible, cycle facilities have been implemented as part of other schemes, for example as part of QBCs on the A6, traffic management measures such as the Rusholme Safety and Regeneration programme (which was praised by over half of cyclists interviewed on Wilmslow Road) , new road construction of Manchester-Salford Inner Relief Route and maintenance schemes such as on Beaumont Road, Bolton. A number of Greater Manchester authorities benefited from participation in the CTC-run North West Regional Cycle Benchmarking exercise in 2004/05. The authorities have for the first time mapped the existing and proposed cycle route network, which has assisted route development and implementation, and will be the basis for future published material. Examples of joint initiatives with the Health Service include the publication of the On Your Bike magazine, Bolton Health on Wheels cardiac rehabilitation scheme as part of the East Bolton Bike Skills Project, linking the Salford Cyclepods initiative

5 Programme Delivery

What was planned to be done?	What was delivered? Explanation of any changes to what was planned
	offering free bike use to NHS referrals, and a project with Oldham PCT in Hathershaw and Fitton Hill running supervised walks and leasing bicycles Many examples on collaboration with voluntary and community sectors, including Manchester Council's Bike Week events with local cycle groups, bike-recycling centre in Ashton West End, Tameside, and Tonge Bikes cycle based social enterprise in Bolton. Other evidence of a growing cycle culture includes the creation of a Community Cycle Club based in Brinnington, Stockport. Rochdale, Manchester and Stockport formed a partnership with Sustrans as part of their Bike-It project. This was particularly successful in Rochdale, with some schools registering between 10 and 20% of pupils cycling to school. Links were made with Friends of the Earth's 'Love Your Bike' campaign in March 2006 aimed at increasing cycling to work in the City Centre.
Each council to set up a cycle forum.	**Achievement level : 3** All councils established forums or an equivalent method by which cyclists can liaise with the authority. For example Bolton Cycle Forum, served and chaired by councillors, meets regularly and has good attendance from a range of interests including Sustrans Volunteers, Bolton Primary Care Trust, Park Rangers, Tourism staff and interested individuals. Manchester Cycle Forum, also with representation from councillors, is used to advise on policy and delivery matters, including priority setting. An email forum has also been established as part of wider efforts to broaden the scope of cyclist representation. Wigan incorporated their cycle forum within the Highways User Group, which represents cyclists alongside other highway users. Trafford's forum experienced difficulties, mainly due to staff shortages, but are are about to re-establish it possibly in association with their Better Transport Group as part of the LSP structure.
Produce publicity leaflets as routes are implemented.	**Achievement level: 3** Publicity leaflets on routes have been produced when completed; for example regarding the Manchester Cycleway (Fallowfield Loop). Routes have also been publicised in On Yer Bike magazines and on www.cyclegm.org website.

Programme Delivery 5

What was planned to be done?	What was delivered? Explanation of any changes to what was planned
Monitoring of perceptions on the ease and safety of cycling to provide feedback	**Achievement level : 3** Monitoring has included questionnaires in the On Yer Bike magazine. These indicated that over two thirds of respondents thought that building safe off-road routes, and providing help and advice to cyclists had been done well. Our perceived weaker areas included integration with public transport, slowing traffic speeds and educating cyclists and motorists. As a result, GMPTE is developing a Cycling, Walking and Public Transport Action Plan to improve integration. Our Road Safety Strategy is intended to tackle the other weak areas.
Increase levels and availability of on-road cycle training, and introduce adult cycle training	**Achievement level : 2** We have increased the number of primary school children receiving Safer Cycle training, from 21% in 2002 to 25% now. Over 60% of primary school leavers in Trafford have received training, but uptake varies a lot between councils, some of which train fewer than 10%. Investigations are ongoing as to how this can be improved, alongside the introduction of the Government's new cycle training standards. There are significant pressures on the revenue budget used to fund this activity. Oldham MBC have offered cycle training to their staff twice in the last year with around 50 staff now having completed the course. All participants found the sessions very worthwhile and many have continued cycling regularly since the training - the training sessions are planned to be repeated at approximately 6 monthly intervals as they are so popular. Adult cycle training has also been offered in Manchester, and in Wythenshawe in association with Manchester Airport. Overall, this was not as widespread as originally hoped, due to lack of revenue resources, which were legitimately concentrated on cycle training for children.
Authorities to encourage cycling through their workplace travel plans. Authorities to encourage travel plans which promote cycling	**Achievement level : 3** On Yer Bike magazines produced annually since 2002 were very well received, and 68% of readers said it would encourage them to cycle more. A Cycle-City route map covering a large area of Greater Manchester was published in 2002. Individual Districts including Bolton and Bury have also produced cycle route maps, and Stockport's 'Green A-Z is another notable example. Launch of local cycle resource website www.cyclegm.org in 2005, which has shown an exponential rise in use.

5 Programme Delivery

What was planned to be done?	What was delivered? Explanation of any changes to what was planned
	Coordinated Bike Week promotional events are now run in all Districts. In 2005 these focused on town centres and schools, and in 2006 upon LTP priority areas including sections of National Cycle Network. Cycling has also been a key element of authorities' In Town Without My Car events Some of the best modal shift results from our school travel plan programme have involved cycling. Ladybarn Primary School in Manchester has managed to more than double cycling from 3% of the mode share in 2004 to 6.1% in 2005, following the provision of cycle storage, safer routes and promotional measures. Irlam and Cadishead High School, Salford, has achieved a 25% increase in cyclists since September 2005 after a secure cycle shelter was provided. A cycle training course to help teachers deliver cycle training is currently being organised. A number of Workplace Travel Plans have also shown excellent results; for example Manchester's Higher Educational Precinct saw cycle trips almost double from 4% to 7.4% between 1999 and 2005. Cycling is a strong element of Local Authorities' own travel plans; additional showers, secure parking, cycle mileage allowance and loan packages are examples from across Greater Manchester. Manchester Airport Cycle Centre was opened in 2001/02, providing storage, changing facilities, advice and resources to commuters and air passengers. This was subsequently relocated to the heart of 'The Station' interchange.
Cost-effective use of resources, and drawing in other non-LTP funding sources.	**Achievement level : 2** Non-LTP funds have been used to help fund various schemes; mainly these involve developer contributions and regeneration budgets, for example Oldham secured £0.5m ERDF funding towards a cycle network in the Borough, and Rochdale took advantage of Countryside Commission and Sport England funding to upgrade an 18km section of the Pennine Bridleway. The airport and health sector have contributed to various publicity materials.

Programme Delivery 5

What was planned to be done?	What was delivered? Explanation of any changes to what was planned
In addition to the above, the Annex D LTP1 Guidance criteria referred to a number of other elements not specifically addressed in the LTP1 documents, but which were considered and acted upon as follows:	
A review of the road and existing cycle network to guide implementation of physical improvements	**Achievement level : 2** Each council either developed a specific internal action plan to guide and prioritise actions, or incorporated cycle projects as part of the LTP delivery plan, based on the Greater Manchester Cycle Action Plan. Most councils liaise closely with their cycle forums on these.
Cycle audit all road and traffic schemes	**Achievement level : 3** The IHT Cycle Audit and Review Guidelines were felt to be too time-consuming and cumbersome. A more flexible, user-friendly audit system, COPECAT, developed and published in 2003, which received worldwide expressions of interest. Training events were held for Greater Manchester staff. The has been widespread use, particularly in Bolton, Manchester, Salford, Stockport and Tameside. It has been applied to many schemes affecting cyclists, such as Beaumont Road major maintenance scheme, Bolton, Manchester Road / Seymour Grove, Chorlton and Walkden Rd (A575), Salford. COPECAT will be reviewed in 2006 following lessons learned from the first 3 years of use.
Improve interchanges and increase opportunities for combined cycle and public transport journeys	**Achievement level : 3** Implementation of secure cycle parking at Metrolink, rail and bus stations. Some of these lockers operated under innovative Bicycle Lockers User Scheme (BLUC). Specific monitoring of cycle carriage on local rail services has been introduced, although fluctuations in levels suggest that it requires more years data in order to establish a trend. Agreement in principle to off-peak cycle carriage on Metrolink Phase 3 trams.
Minimise conflict between pedestrians and cyclists	**Achievement level : 3** COPECAT design audit guidance contains standards for both users, which should ensure conflict is minimised.

5 Programme Delivery

Case Study 29

Concise Pedestrian and Cycle Audit (COPECAT)

Picture 5.20 COPECAT pack and promotional materials

Greater Manchester Local Authorities identified the need for a practical and effective audit system for pedestrians and cyclists, which would overcome the fact that the previously available Institute of Highways & Transportation Cycle Audit procedure was rarely applied because it was found to be too cumbersome and inflexible. The new COPECAT system differed in that it could easily be applied at different levels depending on scheme significance or staff resources, and it concentrated on the main issues involved. It was anticipated that COPECAT would help to:

- Improve the quality of highway or route infrastructure schemes for pedestrians and cyclists, leading to an increase in levels of walking and cycling, and a decrease in pedestrian and cycling casualties,
- Improve the value for money of schemes by providing more effective features and reducing the need to change them at a later date,
- Identify and take advantage of opportunities to improve pedestrian and cycling infrastructure thereby maximising outputs in poorly resourced areas,
- Address some of the conflicts between pedestrians, disabled people and cyclists
- Reduce the number of complaints by members of the public and councillors, leading to more satisfied customers and improved staff morale,
- Raise awareness of the needs of these vulnerable groups, and assist local authority staff in improving their skills and knowledge of how to cater for them,
- Reduce officer time in assessing developers' schemes if the proposals have been subject to the audit procedure prior to submission,
- Give an opportunity for local pedestrians and cyclists to have an input into the design procedure,
- Achieve a greater degree of design consistency in county-wide pedestrian and cycle networks.

The audit system was developed by the officer-led LTP Cycling Group, and incorporated the latest design standards for pedestrians, disabled people and cyclists. It was the subject of an extremely constructive consultation exercise amongst interest groups and the English Regional Cycle Development Team, who gave it their support. The final audit system was published, along with promotional materials to raise awareness amongst staff, using a topslice from the LTP settlement. It was launched in October 2003 at an event in Manchester Town Hall involving Government Office North West. Copies were circulated to all Greater Manchester Authorities' engineering, planning and development control sections with an endorsement by the leader of AGMA. It was also made available on CD and on the LTP website. Local consultancy firms and developers were informed of it, and It was well publicised in the transport press. Copies were requested from many other British authorities and cycle campaign groups, as well as from China and New Zealand. There was a great demand for training events, which were run at the initial launch and at additional subsequent occasions. To assist the delivery of training, a CD with Powerpoint presentations and case studies, was made available to assist delivery of training events by others.

COPECAT has proved a useful tool, and is well used by a number of authorities including Bolton, Manchester, Salford, Stockport and Tameside, although in some authorities it has proved difficult to overcome the lack of an audit culture, and to meet the demand for training. Schemes which have benefited from application of COPECAT include a major maintenance scheme on Beaumont Road, Bolton, and Manchester Road / Seymour Grove, Chorlton. COPECAT will be reviewed in 2006 following lessons learned from the first 3 years of use, and to update design standards.

5 Programme Delivery

Case Study 30

Trans-Pennine Trail

Picture 5.21 Trans-Pennine Trail

The Trans-Pennine Trail is route for walkers, cyclists and horse riders linking the Irish and North Seas between Southport and Hornsea; a distance of a 344 km. Within Greater Manchester, the Trans-Pennine Trail covers a distance of about 25 km, picking up the River Mersey in Trafford, and passing through Manchester, Stockport town centre and Tameside before linking into Derbyshire at Broadbottom in the east. It is signed all the way, mainly traffic free, and is suprisingly level considering the dramatic scenery along the way. Easy gradients along the route and surfaced paths make some sections suitable for people using wheelchairs or pushchairs.

Within Greater Manchester, the Trans-Pennine Trail is mainly made up of off-road paths, often utilising disused railways and lightly trafficked minor roads. The trail was implemented inpartnership with Sustrans, who won an award from the Millennium Commission to develop some sections of the route. The section through Stockport is noteable, where the trail splits to offer a route through the heart of the town centre, whilst allowing equestrians to bypass this busier section. The trail has acted as a stimulus to develop feeder routes, such as those linking Reddish and Brinnington which function as safer routes to schools, and improving accessibility of the town centre from deprived areas.

There have been some maintenance problems, mostly due to either vandalism, sub-standard work by external contractors, or on temporary sections of the route. Stockport have included the trail on the PRoW maintenance programme, and Manchester undertake annual and passing inspections and have established a cycle route maintenance fund, the spending of which is influenced by the Cycle Forum. The section through Tameside is maintained by the Countryside Section.

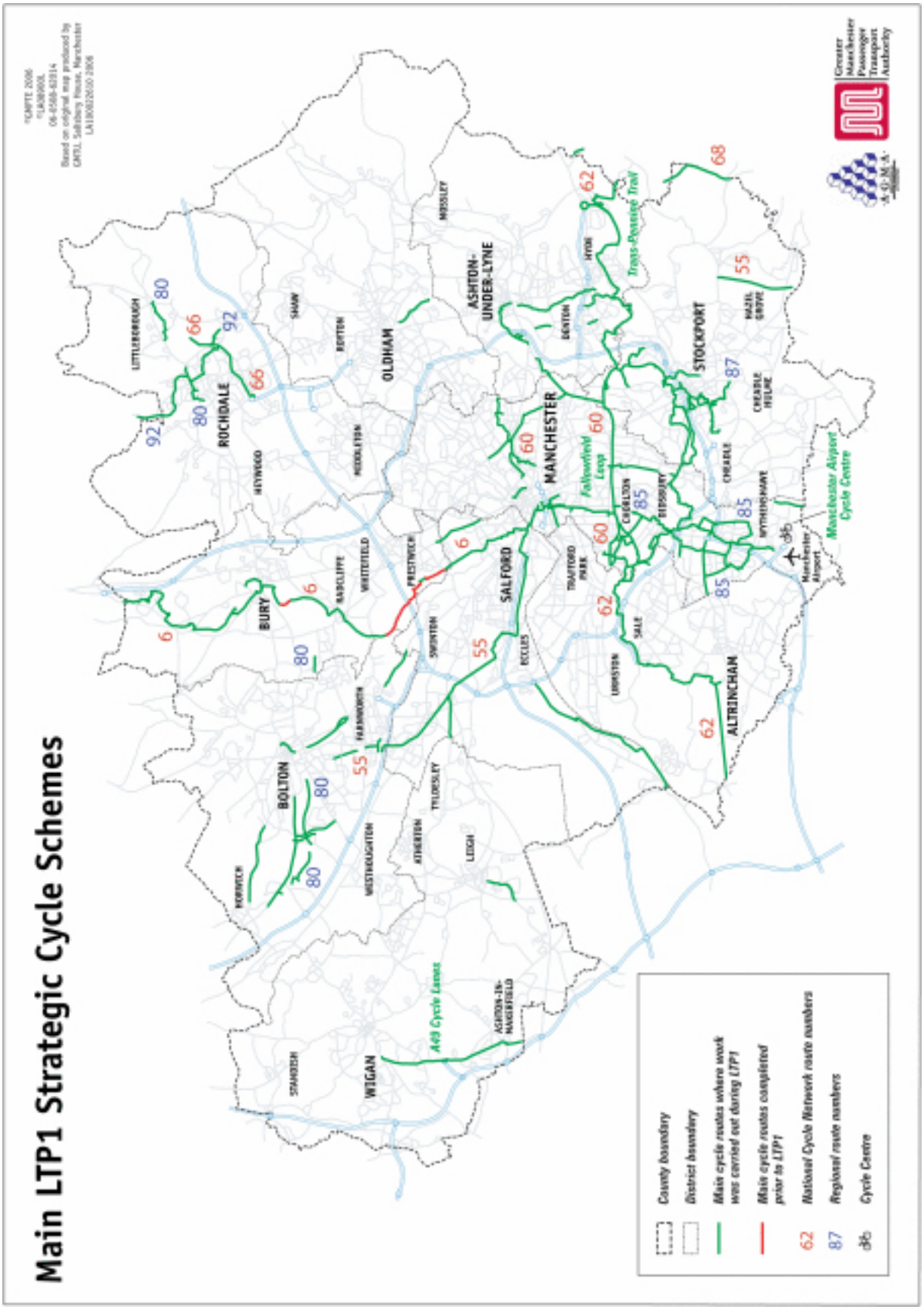

Figure 5.2 Main LTP1 Strategic Cycle Schemes

5 Programme Delivery

5.2 Delivery of SEMMMS Programme

The core objectives of the SEMMMS study were identified as being:

1. the promotion of environmentally sustainable economic growth;
2. the promotion of urban regeneration;
3. the improvement of amenity, safety and health;
4. the enhancement of the Regional Centre, town centres and local and village centres and the Airport;
5. the encouragement of the community and cultural life of neighbourhoods, and encouragement of social inclusion.

The resulting multi-modal strategy proposed a number of improvements as detailed below . More details of how the individual schemes help to meet SEMMMS objectives is given in the SEMMMS Implementation Plan.

What was planned to be done?	What was delivered?
Development and realisation of a Relief Road which would follow the lines of the previously proposed: A6(M) Stockport North South Bypass, A555 Manchester Airport Link Road West (MALRW) and A555/523 Poynton Bypass which had been dropped from the Government Road Programme.	**Achievement level : 2** We submitted an Annex E bid in July 2004 and further information on modelling and an Expression of Interest for PFI in July 2005. A response to this funding bid is expected towards the end of 2006. We have begun consultation with a range of groups to aid the mitigation of the effects of the road scheme including vulnerable road users about the severance effects on the existing road and Rights of Way networks, and ecological groups about the effects on different types of wildlife and habitats and potential mitigation measures.
Re-modelling of Denton Interchange	**Achievement level : 1** The Highways Agency expect to make a submission to Ministers in due course for a scheme to improve traffic flows through this junction. The Denton Interchange was not identified as a priority under the current Regional Funding Allocation exercise, but is expected to be resubmitted under a future Regional Funding Allocation exercise.
Mottram-Hollingworth-Tintwistle bypass / Glossop Spur	**Achievement level : 2** The Statutory Orders have been advertised by the Highways Agency for the Mottram to Tintwistle Bypass. This has resulted in an announcement by the DfT that a Public Inquiry will be held early in 2007 to consider the objections. The Glossop Spur which is a complementary scheme being promoted by the Local Highway Authorities is also progressing through the statutory procedures and again is likely to be considered at a Public Inquiry early in 2007.

What was planned to be done?	What was delivered?
Investigate feasibility of Metrolink extensions to serve Portwood, Bredbury, Romiley and Rose Hill, and a link between Stockport and the Wythenshawe/Manchester Airport loop. Investigate feasibility of 'urban metro services on heavy rail lines to Manchester	**Achievement level : 2** We have carried out consultants' studies into both proposals. These concluded that the Stockport – Marple Rose Hill route appears to have the stronger case, that there is strong potential for 'tram-train' services to the city centre and that tram-train would be feasible on the Marple line. Further work will identify the optimum public transport solution for the corridor.
Bus – The development of Quality Bus Corridors (QBC's) or Integrated Transport Corridors	**Achievement level: 3** The SEMMMS QBC major scheme has been the most successful element of the implementation of the QBC network. During the early stages of LTP1 the QBC programme focused on development of schemes and built up the programmes that are now being delivered on the ground. These included bus lanes and measures to upgrade the waiting environment, comprising new bus stops, shelters and improved passenger information. These major schemes have been complemented by other measures, such as signal improvements on feeder roads and by the provision of real time passenger information. Significant enhancements have been made to local district centres to improve facilities for pedestrians and cyclists as well as enhancements to regenerate areas by the provision of clearly signed parking and loading facilities.
Improvements to rail stations	**Achievement level : 2** Significant improvements have been made to Stockport station, in partnership with Network Rail. Other rail stations such as Marple and Hazel Grove have received pedestrian access improvement works, cycle lockers, car parking improvements and better information provision. Pedestrian access has also been improved at Levenshulme station in Manchester. Elsewhere it has proved difficult to engage the rail industry in bringing schemes forward. We have undertaken a study to identify the required improvements to local rail stations. Schemes have been developed for improvements on the Airport line, particularly in relation to safety and security and accessibility, to tie in with proposed work by Network Rail.

5 Programme Delivery

What was planned to be done?	What was delivered?
Use of road space, the reallocation of road space to the pedestrians, cyclists, and public transport as well as potentially to freight and in support of urban regeneration	**Achievement level : 2** QBC routes have also been used as a method of reallocating road speed. Improvement of the walking and cycling amenities in the local, town and village centres have been investigated and undertaken in certain areas such as Reddish and Edgeley in Stockport and Longsight, Burnage and Wythenshawe in Manchester. The Wythenshawe Signing Strategy has been implemented to improve traffic routing in the area. This scheme involved significant improvements in signage, covering both advance directional signs and pedestrian and cycling signage. Similar strategies have been designed for other districts.
Freight, the development of road improvements and the development of more sustainable freight movement via land use planning	**Achievement level : 1** Improvements to freight transport are mainly linked to the Relief Road and other road improvements (see related sections). The change in land use planning and resultant change in freight movement are long term initiatives that have yet to bear fruit.
Transport Change via behavioural change, land use policy and/or urban regeneration	**Achievement level : 3** Creation of travel plans for 98 schools in the Greater Manchester SEMMMS area between 2003/05. These have when necessary included the implementation of physical safety measures and safer routes to schools being implemented; for example a number of 20mph zones and school frontage schemes have been implemented in Tameside and Stockport. In the SEMMMS area Manchester has: • 55 schools working towards a travel plan • 41 schools with 20mph schemes around the school and, • 19 schools benefiting from a Safer Routes to School programme The following companies within the Manchester SEMMMS area have Work Place Travel Plans in varying stages of progress including: • Astra Zeneca • Bird Hall Lane Industrial Estate

What was planned to be done?	What was delivered?
	• Bredbury Industrial Estate • Caudwell/Pipex Communications • Cheadle Royal Business Park • Christies Hospital • Manchester Airport • Seamark • Stepping Hill Hospital • Tesco Burnage • Wythenshawe Hospital Improvements to and the promotion of non- car modes of transport also took place with the promotion of international days such as In Town Without My Car Day and local schemes as well as the creation or improvements of paths and cycle routes. Examples of this are: • The creation of the Marple Multi User Trail • Improvements to the Middlewood Way and Transpennine Trail Links. • Enhanced cycling and walking access to Manchester Airport through lighting and surface improvements to the Black Path in Wythenshawe (see LTP2 SEMMMS Annexe pg 19). • Investigation of cycleway/footway as part of restoration of the former Stockport Branch Canal and current Ashton Canal towpath. • Walking and cycling improvements to the Mersey Valley Linear Route. • The improvement of local cycle routes in Hazel Grove near Stepping Hill Hospital. 13 Yellow School buses have been introduced to the area, which have reduced anti-social behaviour and brought about modal shift.
Improve the mechanisms of interchange between different modes of transport particularly Altrincham, Manchester Airport, Stockport and Hyde	**Achievement level : 2** • Piccadilly Gardens, Manchester - scheme involved widening of footways, improvement of level platform access and improved crossing facilities. • Improvement works carried out at Macclesfield Bus station. • New bus station has been built in Hyde • Major scheme bid submitted for Altrincham Interchange. Information has been provided at bus

5 Programme Delivery

What was planned to be done?	What was delivered?
	and rail stations and groupings of bus stops to facilitate interchange , including inter-modal interchange. (see Interchange section). • New, larger, 'Grade 1' passenger shelters have been provided on the A6 in Stockport to improve passenger facilities at a very busy location. • Improvements in long and short stay cycle parking at Town, District and local centres, Interchanges and Schools Works have also been undertaken to improve bus facilities at essential facilities. In Manchester, this has included Chorlton and Longsight District Centres and in Stockport, bus facilities at Stepping Hill Hospital have been improved.
Start work to reduce maintenance backlog within the SEMMMS area.	**Achievement level : 2** Several Streetscape packages allowing for wall to wall improvements of the local district centres have been actioned in the LTP1 period. Significant urban improvement schemes have been undertaken to improve neighbourhood centres including those at Longsight, Burnage, Edgeley, Reddish and Wythenshawe. These works have included the improvement of lighting to improve and enhance perceptions of security, providing dropped kerbs for easier accessibility and maintenance works on the footways and carriageways to reduce trip hazards and improve the general amenity of the area.
Contribute to regeneration of district and local centres through physical improvement works.	**Achievement level :3** Substantial environmental improvement work has been carried out in many district, local and neighbourhood centres and shopping parades (as listed above). This will contribute to their economic viability and ensure their sustainability by promoting their use by local residents, whilst also attracting new businesses to empty units. Special attention was given to measures that would encourage people to walk and cycle to these centres as well as provide better access to public transport. In Stockport, the development and implementation of Community Transport Plans looked at schemes to encourage people to access local facilities through walking and cycling.

What was planned to be done?	What was delivered?
	At Northmoor Road, Longsight, a Home Zone scheme improved the neighbourhood centre and helped eliminate barriers for pedestrian and cycle access as well as providing facilities for people using public transport. Measures to improve street lighting and safety in the centre were also put in place. Parking has been formalised together with TRO's where needed, aiming to reduce inconsiderate and illegal parking. A Home Zone has also been introduced in the Haughton Green area of Denton, Tameside. At Wythenshawe Forum, SEMMMS funding helped contribute to the building of a new access road for public transport, improving access to local amenities such as health, education, leisure and a library. The Forum complex was officially opened in January 2005.
Improving Road Safety	**Achievement level: 3** The Rusholme Safety and Regeneration scheme provided a safer environment for both pedestrians and cyclists by improving their facilities and reducing the speed of through traffic. Improvements at Church Road/Palatine Road junction led to improved access for businesses, and better accessibility from level platform access to low floor buses. In Stockport, road safety improvements have been included as part of complementary bus priority measures in the Integrated Transport Corridors in Brinnington and Reddish.

5 Programme Delivery

5.3 Delivery of Transport Infrastructure Fund Programme

The Transport Infrastructure Fund (GMtif) was established in 2001/02 as part of an agreed funding package between GMPTA and the Government to complement the construction of Metrolink Phase 3 by enhancing transport facilities and accessibility in the western areas of Greater Manchester that will not benefit from Metrolink. These areas suffer from poor public transport provision and increasing car dependency. The agreed funding of £70M over ten years is half funded by the Government through Supplementary Credit Approvals, and the other half through the GMPTA levy.

Initially, the focus was on quick-win, easily deliverable projects that could realise immediate benefits while longer term programmes were developed. For this reason £3.45m of GMtif funding was allocated to the Ground Transport Interchange at the Airport, to add value to an on-going development project. This allowed the development and delivery of a more sophisticated, interactive system of public transport information for passengers than would otherwise have been possible. The remaining programme has been developed throughout the LTP1 period, and has involved GMPTA, Bolton and Wigan councils to date.

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
Contribution to information systems at Manchester Airport Ground Transport Interchange	**Achievement level: 4** Information improvements have been made at Manchester Airport, including Manchester Airport Information System (MAISY) kiosks, Passenger Information Display Systems monitors, multi-modal information systems and common branding for maps, vehicles and bus stops.
Real Time Passenger Information	**Achievement level: 1** This aspect took longer than originally anticipated; it is anticipated that this will be delivered on the ground in due course.
Bus stop improvements	**Achievement level: 3** Upgrading of bus stops on a number of non-QBC routes in both rural and urban stretches in Bolton and Wigan.
Bus Corridor improvements	**Achievement level: 3** The countywide QBC programme has been complemented by GMtif in Wigan by funding work, including stop upgrades, pedestrian facilities and bus priority, on the following corridors: • Wigan – Chorley, • Wigan – Skelmersdale, • South Wigan and Ince Economic Development Zone, • Easylink network • Wigan to Ashton-in-Makerfield.

Programme Delivery 5

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
Improvements to rail stations	**Achievement level: 2** These have proved more difficult to deliver. Wigan Council, Bolton MBC and GMPTE have been in negotiation with the rail industry to accelerate and enhance the programme of improvements that might otherwise have been delivered through the SRA's Modern Facilities at Stations (MFAS) initiative, albeit over a longer period of time. Through partnership GMtif resources are unlocking the cooperation of operators, Network Rail and the SRA to deliver a range of improvements in five areas - security, information, waiting facilities, car parking provision and accessibility. Audits of existing facilities have been completed at all Wigan and Bolton stations and a refurbishment programme is being developed. In the meantime, work has focused on improving rail travel through works outside the stations themselves, namely: • New car parks at Kearsley, Hindley and Westhoughton and stations, providing 117 spaces, along with an access road at Kearsley • A new ticket office and waiting room at Horwich Parkway • Improved pedestrian access to Bromley Cross rail station and nearby bus routes, along with provision of a bus turn-round • Commencement of improved highway links to Wigan Rail Stations. • Improved walking and cycling facilities to Bolton bus and rail stations
Improved safety for public transport users	**Achievement level: 3** Lighting improvement along key bus routes; improved lighting at strategic public transport interchanges in Wigan and CCTV for the Bolton Nightbus scheme
Yellow School buses	**Achievement level: 3** See Case Study 27'Yellow School Buses'
School bus turn-rounds	**Achievement level: 2** New / improved facilities for buses at 2 schools
Demand responsive transport	**Achievement level: 2** A vehicle was provided for a scheme at Bolton hospital

5 Programme Delivery

What was planned to be done?	What was delivered? Plus explanation of any changes to what was planned.
Signal and junction upgrades	**Achievement level: 2** Pedestrian facilities have been improved, such as the large scheme under construction at Lower Bridgeman St. in Bolton
Cycle route provision	**Achievement level: 3** A cycle route between Bolton and the Middlebrook employment area
Improvements to the pedestrian environment	**Achievement level: 3** These include: • pedestrianisation of the area adjacent to Wigan bus station, • improved pedestrian links between Wigan bus station and both Wigan and Leigh College and the new outpatients facility at Wigan Infirmary, • improved walking and cycling facilities on routes to Bolton bus and rail stations
Highway works & traffic management	**Achievement level: 3** The Westwood Link,providing access to a regeneration area in Wigan; preliminary work for highway improvements in the Bradford Street/Manchester Road/Trinity Street area of Bolton; and improvements to the Bolton bus station to improve bus movements through the town centre.
Studies and route protection	**Achievement level: 4** A transport model was created for Bolton town centre. The Wigan Hub study looked at ways to improve linkage between the two town centre stations. GMtif also supported protection of the route of the A5225 transport corridor, which remains a key scheme for Wigan, following the decision of the Highways Agency no longer to protect the alignment.

5.4 Summary of Main Contributions by Other Agencies and Partners

The Greater Manchester Authorities have many partners in implementation of the LTP, from public transport operators to the Health Service. These are covered elsewhere in the document under each appropriate topic area. However, there are a number of other major infrastructure projects in the LTP1 period which have significantly changed the transport network in Greater Manchester, and which are listed below:

Scheme	Date completed	Partner
Ashton-u-Lyne Northern by-pass Phase 1	2003	Funded by AMEC Developments
M60 variable message (VMS) signs	2002	Highways Agency
Manchester Airport Second Runway	2001	Manchester Airport plc
M60 Junction 5-8 widening	Nearing completion in March 2006	Highways Agency
A663 (T) Broadway major maintenance and safety scheme	2005	Highways Agency
Rebuilding of Chorlton Street coach station	2002	National Express

Table 5.10 Schemes delivered by other organisations

6 Progress Towards Targets

6.1 Overall Progress on Core Targets

Progress against National Core Indicators is described in the Table 3.3 overleaf. Overall we are on target for 57% of the assessed core indicators other than road maintenance (see 6.2 ‘Progress on Highways Maintenance’ for individual Council's assessment of progress)

Table 6.1 Progress on Core Indicators (Proforma A)

Core Indicator	Definitions		Year	Value	Auth.	Actual and Trajectory Data							Is your LA on track to meet its target for this core indicator?	Please indicate if your reported or target figures have changed since you previously reported.	Please outline the methodology and source of data used to calculate your figures. Also include any other relevant information.
Road Condition (% where structural maintenance should be considered)	(1) principal roads - BV223 (ex-BV96)	**Base Data**[1]	2000/01	11% 20% 5% 26% 5% 8% 10% 2% 1% 6%	Bn By Mr Om Re Sd St Te Td Wn	**Year**	2000 /01	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06		2005/06 scanner methodology changed from 2004/05 method, and are not comparable. LTP2 targets are based on new scanner method.	Figures prior to 2004/05 based on coarse visual inspection; from 2004/05 are based on scanner surveys. Refer to 6.2 'Progress on Highways Maintenance'
		Target Data[2]	2005/06	12.8% n/a n/a 44.0% 1.2% 8.0% 5.8% 2.5% 3.0% 9.3%	Bn By Mr Om Re Sd St Te Td Wn	**Actual Figures**		9.3% 1.8% 4.2% 21.6% 11.0% 8.0% 15.1% 1.5% 0.0% 3.0%	13.5% 4.8% 9.1% 29.8% 0.3% 8.2% 10.3% 2.9% 3.6% 9.8%	13.3% 2.7% 2.4% 65.0% 1.4% 10.6% 5.9% 4.3% 7.9% 10.2%	32.9% 38.8% n/a 39.0% 47.9% 39.5% 29.1% 38.5% 42.7% 40.8%	15.0% n/a 18.7% 36.9% 23.4% 28.0% 25.0% 32.0% 36.0% 25.0%	Individually assessed - see Table 6.2 'BV96/223 % Principal Roads Requiring Maintenance'		
		Units	%		Bn By Mr Om Re Sd St Te Td Wn	**Trajectories**		10.9% 39.2% 3.9% 25.0% 5.0% 8.0% 10.0% 1.5% 3.0% 5.0%	9.0% 4.8% 3.0% 25.0% 10.0% 8.0% 9.0% 2.8% 3.5% 9.8%	10.5% 2.7% 8.5% 58.0% 0.5% 8.0% 9.0% 2.8% 3.5% 9.8%	No target set for SCANNER data	n/a n/a n/a 46.0% 47.9% 37.5% n/a n/a 7.9% 40.2%			
	(2) non-principal roads - BV224a (ex-BV97a)	**Base Data**[1]		11% 4% n/a 6% n/a n/a n/a 5% n/a 9%	Bn By Mr Om Re Sd St Te Td Wn	**Year**	2000 /01	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06			Figures prior to 2005/065 based on coarse visual inspection; from 2005/06 are based on scanner surveys. Refer to 6.2 'Progress on Highways Maintenance'
		Target Data[2]	2005/06			**Actual Figures**							Individually assessed - see Table 6.3 'BV 97a/224a % Non-Principal Roads Requiring Maintenance'		

Core Indicator	Definitions		Year	Value	Auth.	Actual and Trajectory Data							Is your LA on track to meet its target for this core indicator?	Please indicate if your reported or target figures have changed since you previously reported.	Please outline the methodology and source of data used to calculate your figures. Also include any other relevant information.
				12.5% 10.3% 14.0% 43.0% 7.0% 35.0% 8.0% 3.5% 9.0% 12.5%	Bn By Mr Om Re Sd St Te Td Wn				14.8% 19.3% 17.5% 79.7% 14.2% 41.2% 26.9% 5.2% 10.6% 12.7%	14.0% 17.5% 21.8% 47.5% 7.5% 39.9% 19.1% 12.5% 10.6% 13.2%	20.7% 21.7% 4.9% 50.1% 12.3% 33.8% 12.8% 9.6% 5.5% 8.4%	30.0% n/a 28.5% 26.5% 37.4% 36.0% 35.0% 37.0% 44.0% 27.0%			
		Units	%		Bn By Mr Om Re Sd St Te Td Wn	**Trajectories**			7.2% 19.3% 10.0% 80.0% 2.0% 19.0% n/a 6.0% 7.5% 7.0%	13.5% 17.5% 16.0% 55.6% 13.0% 41.0% 18.0% 5.0% 10.0% 12.5%	12.9% 13.9% 15.0% 45.0% 7.0% 41.0% 14.0% 10.0% 11.0% 13.0%	n/a n/a 14% 45% 12.0% 70.0% n/a 9.1% 10.6% 8.2%			
	(3) unclassified roads - BV224b (ex-BV97b)	**Base Data**[1]	2002/03	11% 5.3% 15.9% 70.0% 17.5% 32.0% 27.48% 32.5% 18.7% 6.3%	Bn By Mr Om Re Sd St Te Td Wn	**Year**	2000 /01	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06			Figures based on coarse visual inspection. Refer to 6.2 'Progress on Highways Maintenance'
		Target Data[2]	2005/06	19.3% 10.0% 11.0% 59.0% % 25.0% 18.0% 35.0% 17% 9.5%	Bn By Mr Om Re Sd St Te Td Wn	**Actual Figures**				18.5% 14.2% 15.7% 64.3% 10.0% 21.9% 23.6% 15.2% 14.5% 13.5%	18.5% 14.3% 11.1% 63.0% 13.3% 27.8% 15.9% 11.1% 17.1% 6.1%	24.8% 8.6% 15.5% 60.0% 9.7% 23.3% 10.2% 17.8% 11.6% 8.3%	Individually assessed - see Table 6.4 'BV 97b/224b % Unclassified Roads Requiring Maintenance'		
		Units	%		Bn By Mr Om Re Sd St Te Td Wn	**Trajectories**			% 5.3% 9.0% n/a n/a 10.0% n/a 35.0% 20.0% 5.5%	18.5% 14.2% 15.0% 64.3% 16.5% 32.0% 25.0% 35.8% 18.0% 6.2%	18.5% 12.0% 13.0% 64.0% 9.0% 32.0% 22.0% 15.0% 17.5% 10.0%	n/a 12% 11% 64.3% 13.0% 24.0% n/a 10.1% 17.5% 6.0%			

Core Indicator	Definitions		Year	Value	Auth.	Actual and Trajectory Data							Is your LA on track to meet its target for this core indicator?	Please indicate if your reported or target figures have changed since you previously reported.	Please outline the methodology and source of data used to calculate your figures. Also include any other relevant information.
Number of bus passenger journeys	Millions of bus passenger journeys (i.e. boardings) per year in the authority - BV102	**Base Data**[1]	2000/01	221		**Year**	2000 /01	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06			GMPTE continuous passenger sampling surveys
		Target Data[2]	2010/11	243		**Actual Figures**	221	223	229	227	218	219	On track to 2003/04, subsequently off track		
		Units		Millions		**Trajectories**	221	223	225	228	230	232			
Bus passenger satisfaction	Percentage of bus users satisfied with local bus services (BV104u)	**Base Data**	2000/01	53%		**Year**	2000 /01	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06			
		Target Data	2006/07	59%		**Actual Figures**	53%			55%			On Track		
		Units		%		**Trajectories**				56%					
Number of cycling trips	Number of cycling trips across the authority or number of cycling trips at a representative number of counting points (please state which)	**Base Data**[1]	Manual counts 2000 ACCs 2002	100 100		**Year**	2000	2001	2002	2003	2004	2005			GMTU manual and automatic counts
		Target Data[2]	Manual counts 2010 ACCs 2010	263 268		**Actual Figures**	A rds 100 B rds 100	A rds 94 B rds 98	A rds 85 B rds 92 ACCs 100	A rds 79 B rds 90 ACCs 98	A rds 75 B rds 88 ACCs 95	A rds 80 B rds 95 ACCs 97	Off track		
		Units				**Trajectories** Manual counts ACCs	100	102	106 100	114 112	126 125	142 143			
Number of deaths and serious injuries (all ages)	Number of people killed or seriously injured on roads in the authority	**Base Data**[1]	1994-98	1281 (index 100)		**Year**	2000	2001	2002	2003	2004	2005			Police Stats 19 data, processed by GMTU.
		Target Data[2]	2010	641 (50)		**Actual Figures**	1123 (88)	1078 (84)	1061 (83)	1096 (86)	1042 (81)	1080 (84)	Off track		
		Units		units		**Trajectories**	1034 (81)	984 (77)	938 (73)	893 (70)	859 (67)	818 (64)			
Number of children killed and seriously injured	Number of children (aged less than 16) killed or seriously injured in the authority	**Base Data**[1]	1994-98	304 (index 100)		**Year**	2000	2001	2002	2003	2004	2005			Police Stats 19 data, processed by GMTU.
		Target Data[2]	2010	152 (50)		**Actual Figures**	236 (78)	254 (84)	217 (71)	225 (74)	201 (66)	205 (67)	On track		
		Units		units		**Trajectories**	247 (81)	236 (78)	225 (74)	214 (70)	204 (67)	194 (64)			

Core Indicator	Definitions		Year	Value	Auth.	Actual and Trajectory Data							Is your LA on track to meet its target for this core indicator?	Please indicate if your reported or target figures have changed since you previously reported.	Please outline the methodology and source of data used to calculate your figures. Also include any other relevant information.
Light rail passenger journeys	Thousands of light rail passengers per year	**Base Data**[1]	1999/00	14.23m		**Year**	2000 /01	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06			Revenue data from operator
		Target Data[2]	2010/11	35.6m		**Actual Figures**	17.2m	18.3m	18.8m	18.6m	19.5m	19.9m	On track		
		Units				**Trajectories**					18.8m	19.1m			
% of rural households within 13 minutes walk of an hourly or better bus service	% of rural households within 13 minutes walk of an hourly or better bus service or % of rural households within 800 metres of an hourly or better bus service (please state which)	**Base Data**[1]		Weekday daytime 96.3% Weekday evening 92.1%		**Year**	2000	2001	2002	2003	2004	2005			GIS analysis of census data and bus routes
		Target Data[2]	Each year	Weekday daytime 95.9% Weekday evening 83.9%		**Actual Figures**		Weekday daytime 96.3% Weekday evening 92.1%		Weekday daytime 95.9% Weekday evening 88.6%	Weekday daytime 95.9% Weekday evening 88.6%	Weekday daytime 96.8% Weekday evening 85.1%	Achieved		
		Units		%		**Trajectories**									

Bus Patronage

The original LTP1 bus patronage target was for a 3% increase between 1998/99 and 2010/11, following years of steady decline in patronage. A linear trajectory was assumed.

In the early years of LTP1, bus patronage experienced modest growth to reach a peak in 2002/03. This resulted from a number of factors including LTP investment in infrastructure improvements and operators' simplified fare structures. We were asked to review our bus patronage target in the light of this short term good performance; this was then made a more demanding 10% increase from 2000/01 to 2010/11, primarily on the basis of Strategy Planning Model evidence.

Bus patronage declined nationally outside London, and in 2003/04, Greater Manchester was alone in recording an increase in total patronage against base levels, although patronage had already begun to decline from a peak in 2002/03 (227.7M). After two consecutive years of decline, patronage now appears to have stabilised, with 219m passenger journeys in 2005/06, meaning that we failed to reach both our original and revised targets. Nevertheless, Greater Manchester appeared to perform well compared to other metropolitan areas over the LTP1 period, as Figure 6.1 'Bus Patronage Index in Metropolitan Areas' shows.

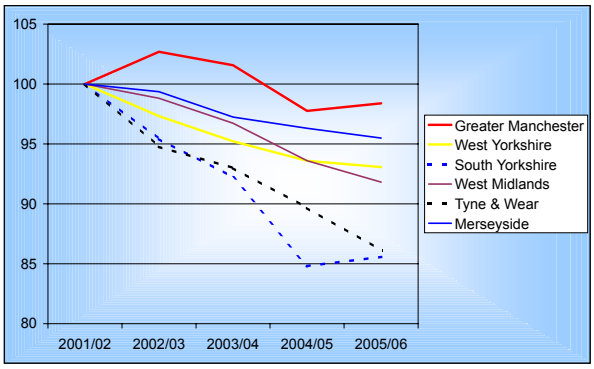

Figure 6.1 Bus Patronage Index in Metropolitan Areas

The overall decline has masked some individual success stories on specific routes - in particular a 12-14% patronage increase on completed Quality Bus Corridors such as the A6 (see Case Study 5'The A6 Manchester - Hazel Grove Quality Bus Corridor').

Research undertaken for GMPTE shows that the interaction of trends in different sectors of the market were responsible for the overall bus patronage changes. There were increases in the adult market, with more people travelling to many of our revitalised centres, and measures such as Quality Bus Corridors, cheaper weekly tickets and simplified high frequency initiatives having a positive influence. However, concurrent with this were other powerful social and demographic factors. Rising prosperity means that car ownership levels are increasing, particularly in the north of the conurbation where they were previously low. In addition, more elderly people (who formed a significant part of the market for bus travel) now hold driving licences, while more children are being driven to school. There are also a number of factors beyond the control of GMPTA and local authorities, including fare levels, service levels and frequencies and key aspects of service quality, all of which have had a negative impact on patronage. The research shows that observed patronage in 2003 was actually 22 million higher than might have been

6 Progress Towards Targets

expected, given these opposing influences. This indicates a degree of success from the actions taken to date by both the GMPTA and the Greater Manchester Authorities, as well as bus operators. This shows that the measures we have implemented have been more successful than the figures suggest: effectively, patronage would have been 10% lower had we not taken action during LTP1. We, along with other authorities outside London, have long argued for amendments to the delivery chain for local bus services which would provide greater control over local services.

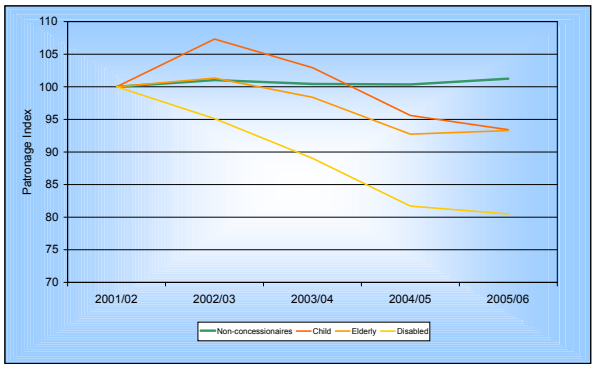

Figure 6.2 Index of Bus Patronage Change by Market Sector

We expect the decline in concessionary travel to be offset somewhat from 2006 by the introduction of free travel for over 60s and all categories of disabled people.

Satisfaction with Local Bus Services

The three-yearly Best Value indicator for bus satisfaction amongst residents rose from 53% in 2000/01 to 55% midway through LTP1 in 2003/04. This was considered to be on track; a trend which should be confirmed in the 2006/07 survey. In addition to the Best Value indicator, GMPTE's own annual home interview surveys have consistently indicated increasing satisfaction (from 55% of residents in March 2002 to 73% in 2006), and that the satisfaction amongst users is higher than amongst residents as a whole (increase from 69% in 2002 to 83% in 2006). Much effort has been put into improving our performance (see 5.1.2.1 ‘Bus, including Quality Bus Corridors’).

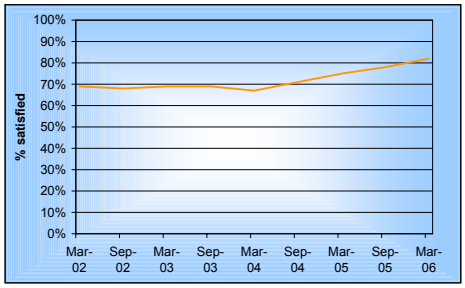

Figure 6.3 Bus User Satisfaction

Light Rail Patronage

Our patronage target of a 35% increase between 1991/2 and 2005/06 was set on the assumption that additional capacity would be available on the Altrincham-Bury and Eccles lines. Despite these enhancements being delayed, we still managed to meet this target, although Metrolink is subject to substantial overcrowding at peak periods. Patronage increased by 15% over the LTP1 period.

Road Safety

Our target for reducing the number of killed and seriously injured (KSI) casualties was set at a more demanding level than the Government's own, at a 50% reduction between the 1994-98 base and 2010. This was on top of Greater Manchester having a lower base level than other metropolitan areas, making it harder for us to achieve comparable reductions in these casualties. We are currently not on track to meet either our demanding target, or the national 40% reduction target. Significant reductions were made in the years immediately prior to LTP1, but as the main accident sites were treated it became more difficult to achieve cost-effective results at the remaining more difficult locations identified by traditional accident analysis techniques. This resulted in a fairly stable situation over the LTP1 period; currently representing a 19% reduction on base period figures.

Analysis of road accident casualties over the LTP1 period has shown that almost two thirds of KSI casualties occurred on main roads; our attention has now turned to addressing these routes. New computer mapping techniques made available in 2005 will help us better identify accident clusters and target funds to address them. This approach is described in LTP2, sections 4.3.3 and 5.2.3, and we hope this will provide improved results during the LTP2 period.

We prefer the use of three year rolling averages for child KSI figures, due to the degree of annual variation in the figures, a principle accepted by DfT for LTP2. On this basis we are pleased to report that we are on track to meet the target for the reduction of child KSI casualties, which have now been reduced by a third since the base period, and by 10% over the LTP1 period. This is also in line with DfT's national target. This has been due to a substantial programme of carefully targeted Local Safety Schemes, supported by revenue funded road safety training and publicity exercises, in particular Kerbcraft pedestrian training. Analysis of casualties over the LTP1 period showed that over half of child KSI casualties occurred on minor roads, which will continue to inform our approach in the LTP2 period. In addition, we established the Neighbourhood Road Safety Initiative team in 2003. This concentrated primarily, but not exclusively, on tackling child casualty rates in deprived areas as part of the Government's Dealing with Disadvantage agenda. It encompassed educational, training and publicity elements as well as physical schemes. See also Case Study 17‘Neighbourhood Road Safety Initiative’

Rural Bus Accessibility

We achieved our rural bus accessibility target of no further deterioration in access to the bus network for all LTP1 years, in the face of extensive contraction of the geographical coverage of the commercial network. This has entailed significant and demanding financial support from GMPTE for those services considered to be uncommercial by operators. In addition, GMPTE has introduced a number of demand-responsive services, which have improved rural services significantly (see 5.1.5 ‘Disability Issues and Social Inclusion’).

6 Progress Towards Targets

Cycling

The LTP1 cycling target reflected our desire to try and match the government's ambition at the time, as set out in the National Cycling Strategy, of a doubling of cycling levels between 2002 and 2012. In retrospect this was an unrealistic target (see 4.4 'Main Successes'), and one which was later abandoned by the Government itself. We have also since developed a more realistic target in LTP2.

In order to monitor cycling levels with confidence we needed to establish a countywide network of automatic cycle counters. The automatic sites offer the ability to count for a longer time period, both daily and seasonally. Our automatic cycle counter network is now one of the most extensive in the country.

On road cycling levels have been seen to fall throughout the LTP1 period, but recent results from automatic counter sites offer some scope for encouragement, especially in off-road and weekend leisure cycling. Although we have failed to meet our over ambitious target, and have acknowledged our problems from an early stage, we are confident that we will see cycle levels continuing to recover throughout the LTP2 period.

We have produced a 'Remedial Action Plan' annually since 2003. This focused activities and investment on key areas most likely to result in an increase in cycling; both immediate quick wins, and cost-effective longer term measures. The action plans were informed by the English Regional Cycle Development Team's assessments, and learning best practice through the North West Regional Cycle Benchmarking exercise. The range of measures is described fully in the 5.1.7 'Cycling', and has resulted not only in a step change in the level of cycle friendly infrastructure, but also the fostering of a growing cycle culture as a result of improved marketing and engagement, and better joint working amongst authorities. We acknowledge that with cycling, more so than with many other modes, there is a certain level of inertia which causes a delay between investment and actually noticing a change in peoples' behaviour, but we firmly believe that we have now established a sound base on which to proceed (see 4.6 'Foundations for Long Term Improvements').

6.2 Progress on Highways Maintenance

The following tables describe the Best Value indicators chosen to represent maintenance in LTP1, and supplement the data in 6.1 'Overall Progress on Core Targets' to fulfil the requirements for information on highway maintenance. However, the data, especially for BV 96/223 and BV 97a/224a, is very difficult to interpret, for the following reasons:

- It is often not possible to compare figures for one council over the period of LTP1, due to the changes in methodology. In 2001/02 official BVPI figures used deflectograph surveys, although in many cases coarse visual inspection (cvi) data was also collected. The figures up to 2003/04 were provided on the basis of cvi, although there was a change between 2001/02 and 2002/03 when the method of using 100m fixed interval lengths was changed to variable intervals. The fixed length method of processing gave a slightly lower value of defectiveness whereas the variable length method targeted the worst areas to give a more realistic view of each section and hence often gave rise to an apparently worse BVPI result for 2002/2003. Finally, from 2004/05, the new scanner technique was introduced, but the method is still being refined. Figures derived from each technique are not comparable; scanner figures tend to be higher than cvi, possibly due to the fact that urban areas have a greater amount of of highway ironwork and road markings. Scanner 2005/06 results are

higher than 2004/05 due to a change in methodology. It is not possible to backcast to equivalent 2001/02 scanner figures.

- It is difficult to compare figures between authorities, due to variations in methodology. For example with the cvi technique there are variations in the proportion of the road network surveyed, which has a significant effect when multiplied up to represent a percentage of the whole network that may need repair. This may also affect cvi figures within an authority between years for BVPI 224b, where only a quarter of the network is surveyed each year

The changes in methodology over the last two years have precluded any meaningful target setting for BV 223 and 224a, as it was necessary to be able to understand the data and establish a trend first. For this reason we have given an assessment of progress over the whole LTP1 period in relation to overall improvement or deterioration in the condition of the network.

Picture 6.1 Carriageway Maintenance Works, Salford

Authority	2001/02 BVPI cvi unless otherwise stated	Latest cvi (date)	2005/06 BVPI Scanner data	Assessment	Reason	Use of additional resources
Bolton	9.3	13.9 (2003/04)	15.0	**Stable condition**	Earlier cvi figures suggest a steady but good level of condition under 14%. There are indications in the data that the condition of the network is improving which supports the policy implemented over the last few years of undertaking high quality repairs rather than just minimal re-surfacing	None
Bury	1.8	2.68 (2003/04)	19.0	**Steady improvement**	Deflectograph and cvi figures show steady improvement. Scanner surveys are incompatible due to changes in methodology.	In 2003/2004 a bid for an extraordinary scheme to the value of £1.06m was accepted for the A665, Prestwich. This scheme was successfully completed on time.
Manchester	4.2	2.04 (2003/04)	18.7	**Steady improvement**	cvi surveys to 2004/05 indicate a good level of condition under 10%; scanner surveys over last 2 years suggest a further improvement in condition	None
Oldham	21.6	65.0 (2003/04)	36.9	**Steady improvement**	No continuous cvi results have been collected, and the two years of scanner data are incomparable. However, the condition of the network should have improved as the principal network has been the focus for resources over the LTP1 period.	Additional supplementary grant of £2.2 million over 3 years
Rochdale	11.0	1.43 (2003/04)	23.4	**Stable condition**	Early BVPI results based on cvi were encouragingly low; in the early years the LTp structural maintenance element only allowed expenditure on principal roads and this investment was reflected on the low results obtained. However, the lack of a continuous dataset, and inability to compare Scanner data to cvi means that it is not clear what the overall trend has been.	None
Salford	17.4	10.3	28.0	**No clear evidence**	The changes and contradictions in results between methods make it difficult to determine a trend.	Salford City Council has identified an additional source of funding (£22 million) to address the issue of a deteriorating overall highway network. The money has been provided on an 'invest to save' basis, with a payback mechanism identified which seeks

Authority	2001/02 BVPI cvi unless otherwise stated	Latest cvi (date)	2005/06 BVPI Scanner data	Assessment	Reason	Use of additional resources
						to reduce liabilities in respect of tripping accident claims.
Stockport	17.4	1.0 (2005/06)	25.0	**Significant improvement.**	Stockport has fortunately used cvi surveys consistently throughout the LTP1 period, and set local stretch targets for PSA on the basis of these surveys. This demonstrates a significant improvement in road condition throughout the period.	Stockport had PSAs for the years 2003/04, 2004/05 and 2005/06. Stockport allocated £200,000 capital funding each year over this period, amounting to £600,000 over the three years. £76,000 per year was allocated each year over the same period on revenue, amounting to £228,000 over the three year period. In addition, minor amounts of Section 106 funding were used for highways maintenance improvements around new developments. In 2005/6 additional unsupported borrowing of £450,000 was spent on street lighting and highways/footways improvements
Tameside	1.5	2.09 (2004/05)	32.0	**Slight improvement**	cvi results to 2004/05 indicate consistently a very good condition of below 5%. Recent scanner data suggests a recent improvement.	None
Trafford	6.92	7.91 (2003/04)	36.0	**Stable condition**	cvi results between 2001/02 and 2003/04 consistently met the objective of keeping the proportion of roads not requiring maintenance to below 8%. No continuous cvi surveys were undertaken.	None
Wigan	3.0	10.2 (2003/04)	25.0	**No clear evidence**	The change in methodology makes it impossible to determine a trend in the figures	None

Table 6.2 BV96/223 % Principal Roads Requiring Maintenance

Authority	2001/02 BVPI cvi unless otherwise stated	2005/06 cvi (if available)	2005/06 BVPI Scanner data	Assessment	Reason	Use of additional resources
Bolton	7.5		30.0	**Further deterioration**	The CVI results show that the condition of the Other Classified road network was deteriorating and the 2005/06 SCANNER survey indicates that a large section of the network is in need of urgent maintenance Over the last few years the Council has had to prioritised the replacement of bridges which did not meet the new loading capacity and the repair of the principal road network as this carries the most traffic, at the expense of other classified roads which where felt to be in a better overall condition.	
Bury	4.3	22.3	33.0	**Stable condition**	Values for cvi surveys in 2002/03-2005/06 were at a consistent level. At the start of LTP1 funding was concentrated on the more heavily used Principal Road network. The Principal Road network is now relatively stable and the structural maintenance funding has been reduced accordingly and transferred through a targeted approach to the structural maintenance of Non Principal classified roads by the use of condition data and priority ratings produced via the use of UKPMS	In 2004/2005 an additional £300,000 capital funding was allocated to the structural maintenance of Non-Principal and Unclassified roads, similarly in 2005/2006, an additional £375,000 was allocated on top of the LTP highway maintenance allocation.
Manchester	10.2		28.5	**No clear evidence**	BVPI results, even with cvi method up to 2004/05, fluctuate and make trends very difficult to identify.	None
Oldham	79.7		26.5	**Significant improvement**	BVPI results indicate a significant improvement, aided by the fact that Oldham has a relatively short length of non-principal classified roads.	None
Rochdale	2.2	Not available	37.4	**Slight improvement**	BVPI improved from 14.24 02/03 to 12.29 in 04/05 as a result of being allowed to allocate fund to other classified roads, although funds were still limited.	None
Salford	19.0	33.8 (2004/05)	36.0	**No clear evidence**	The changing methodologies have made it impossible to distinguish a trend.	Salford City Council has identified an additional source of funding (£22 million) to address the issue of a deteriorating highway network. The money has been provided on an 'invest to save' basis, with a payback mechanism identified which seeks to reduce

Authority	2001/02 BVPI cvi unless otherwise stated	2005/06 cvi (if available)	2005/06 BVPI Scanner data	Assessment	Reason	Use of additional resources
						liabilities in respect of tripping accident claims.
Stockport	46.3	7.95	35.0	**Significant improvement.**	Comparable cvi surveys indicate an improvement in condition. PSA stretch targets were also established for Non-principal roads. The target for 2005/06 was narrowly missed by 0.6%.	As for Principal Roads
Tameside	3.0		37.0	**Stable condition**	cvi results up to 2004/05 indicate a steady level of condition under 12.5%.	None
Trafford	7.9		44.0	**Slight improvement**	cvi results between 2001/02 and 2003/04 consistently met the objective of keeping the proportion of roads not requiring maintenance to below 8%. Results indicate an improvement between 2002/03 (10.5%) and 2004/05 (5.53%)	None
Wigan	7.6		27.0	**Stable condition**	cvi results between 2002/03 and 2004/05 indicate a stable condition.	None

Table 6.3 BV 97a/224a % Non-Principal Roads Requiring Maintenance

Authority	2001/02 BVPI cvi	2005/06 BVPI cvi	Assessment	Reason	Use of additional resources
Bolton	11.03 (2002/03)	24.8	**Further deterioration**	cvi figures indicate a deterioration, caused by prioritising funds for footway maintenance	None
Bury	8.3	8.6	**Stable condition**	With the exception of the apparent unexplained deterioration in 2003/2004 annual improvements have taken place on the unclassified network.	Additional targeted funding based upon UKPMS priority rating was allocated in 2004/2005 to the structural maintenance of unclassified roads and again in 2005/2006 to ensure that deterioration was arrested improvements achieved
Manchester	9.0	15.5	**Stable condition**	BVPI values indicate a relatively steady state of condition on the extensive and varied network.	None
Oldham	70.0	60.0	**Slight improvement**	BVPI values suggest a slight improvement; the length of the minor road network is so large that a significant amount of funding would be required to improve it.	None
Rochdale	10.0	9.7	**Slight improvement**	Figure has steadily improved over the period from 17.5 in 02/03 to 9.71 in 05/06 which indicates that the investment especially in our surface dressing programme is bearing fruit and is an indication that roads treated in our recent programs were the roads in the worst condition	None
Salford	38.90	23.3	**Slight improvement**	cvi figures demonstrate overall improvement in condition	Salford City Council has identified an additional source of funding (£22 million) to address the issue of a deteriorating highway network. The money has been provided on an 'invest to save' basis, with a payback mechanism identified which seeks to reduce liabilities in respect of tripping accident claims.
Stockport	38.9	10.2	**Significant improvement.** The PSA target was also reached for 2005/06.	cvi figures demonstrate significant improvement	As for Principal Roads
Tameside	35.0	17.8	**Stable condition**	BVPI results indicate a relatively stable condition for the last 4 years, although it is difficult to draw precise conclusions due to the fact that only a small proportion of the network is surveyed each year.	None
Trafford	12.7	11.6	**Stable condition**	Little change reflecting static level of resources available over LTP1 period	None
Wigan	5.8	8.3	**Stable condition**	BVPI results indicate little change in overall condition	None

Table 6.4 BV 97b/224b % Unclassified Roads Requiring Maintenance

Authority	2002/03 BVPI dvi	2005/06 BVPI dvi	Assessment	Reason	Use of additional resources
Bolton	35.0	44.4	**Recent improvement**	Levels stabilised at 52 in 2003/04 and 2004/05, with a subsequent fall. This is because over the last few year's funds have been directed to the footway network at the expense of unclassified carriageways	None
Bury	34.1	41.9	**No clear evidence**	The results of the 2004/2005 performance indicator were disappointingly worse than expected, following consistent improvement over the previous years. It is considered that there may be some volatility in the data due to the random selection of samples and the subjectivity of visual surveys. Further surveys will level out any such inconsistencies. The number of accident claims has been dramatically reduced from 580 in 2001/2002 to 289 in 2004/2005.	Investment in minor footway maintenance has been significantly increased to target areas where accidents are likely to occur. In 2003/2004, £670,000 was spent on minor works to both footways and carriageways. This has been increased to £4,875,000 over the three year period 2004/2007.
Manchester	23.3	14.2	**Steady improvement**	BVPI results indicate steady improvement.	Manchester secured a Spend to Save initiative totalling £16m spread over 2005/06 – 2011/12. The programme of footways renewals and improvements is targeted at reducing future costs and maintain the value of our footway assets
Oldham	57.4 (2003/04)	45.7	**Steady improvement**	BVPI results indicate steady improvement. Trips and fall claims halved in the last 3 years.	None
Rochdale	23.0	14.2	**Steady Improvement**	Recent investment in footpath reconstructions has been targeted at the worst footpaths. In addition steps taken to improve the condition of the busier hierarchy 1 & 2 footpaths, while carrying out our safety inspections, has also contributed to the improvement of the figures. The number of tripping claims has fallen considerably in the LTP1 period.	A contribution from Risk Management, which was targeted at improving the condition of footpaths and subsequently reducing the number of tripping claims.
Salford	66.8	30.4	**Steady improvement**	There have been large fluctuations in this indicator due to earlier surveys not being carried out on a random basis. Later results are more reliable , and indicate a steady improvement	Salford City Council has identified an additional source of funding (£22 million) to address the issue of a deteriorating highway network. The money has been provided on an 'invest to save' basis, with a payback mechanism identified which seeks to reduce liabilities in respect of tripping accident claims.
Stockport	27.1	26.1	**Slight improvement**	The dvi surveys show only a small improvement in condition, although this is more marked when comparing the final 2005/06 figure with the peak in 2003/04 (28.9%)	A Best Value Review was undertaken in 2004 to address footway condition and rising trip claims. A key element of the improvement plan was a focus on long term value for money, and an 11 year programme of preventative maintenance was established; the Invest to Save Footways Programme was initiated in 2004/05. A total of £4.014M has been allocated as of March 2006. Given that the focus

Authority	2002/03 BVPI dvi	2005/06 BVPI dvi	Assessment	Reason	Use of additional resources
					is on long term sustainability, the benefits of this programme will become more noticeable during the LTP2 period.
Tameside	23.6	18.3	**Slight improvement**	Significant work has been undertaken by Tameside within the last few years, by addressing the issues of rising footway trip claims and third party insurance costs. The latest trends now indicate a marked decline in both claims and subsequent costs, enabling the council to redistribute budgets to ensure whole life costing principles can now be applied for effective infrastructure repairs and refurbishment	None
Trafford	34.0 (2003/04)	25.3	**Modest improvement**	dvi figures fluctuate over the 3 years they have been available, but currently show an improvement on the baseline figure. There is some evidence that trip claims are leveling off.	A Best Value Review was undertaken to address footway condition and rising trip claims. A key element of the Highway Services improvement plan was to focus on long term value for money, and the commitment by the new administration of the Council to improving Highway Services throughout the Borough by additional targeting funding investment in 2005/06. Given that the focus is on long term sustainability, the benefits of the additional investment will become more noticeable during the LTP2 period.
Wigan	8.9	10.8	**Modest improvement**	Wigan have enhanced current BVPI requirements by annually DVI surveying 100% of our network to form a more reliable management base. Dvi figures show a continuing improvement for the last 3 years.	An additional allocation of £230,000 led to a dramatic improvement in the 05/06 result.

Table 6.5 BV187 % Footways Requiring Maintenance

6.3 Overall Progress on Other Local Headline Targets

Our first LTP set out 17 Headline Indicators which would be used to measure our progress. Some of these also became National Core Indicators when these were introduced in 2002.

Following the completion of LTP1, we developed a comprehensive LTP Monitoring Strategy. This described not only the Headline Indicators, but also our intention to collect data on a number of subsidiary indicators, which would be used internally for diagnostic purposes. It also described how we would endeavour to undertake suitable monitoring of schemes.

Between 2002 and 2004 we published a Monitoring Report to accompany the Annual Progress Report, which reported more comprehensively on the Headline Indicators, and also the subsidiary ones. This information was also used to demonstrate the breadth of our activities in a way the Headline Indicators alone could not, and identify more precisely the reasons for trends in the overarching Headline Indicators. Preparation of the draft LTP2 prevented such a report being produced for 2005, and it is now anticipated that an autumn monitoring report will be produced annually in the LTP2 period.

Where appropriate we have classed targets or milestones as being achieved or on track if they are within 5% of the target value, to allow for a suitable degree of error associated with the statistics. Otherwise they have been classified as not achieved or off-track, but with acknowledgement of underlying trends. (See the commentary following Table 6.6 'Summary of progress towards local targets' for a more detailed discussion of the evidence).

Table 6.6 Summary of progress towards local targets

Headline Indicator	Description	On Track?	Justification
Congestion			
HI 1 Trips to key centres	AM peak modal split to Regional Centre	Achieved	Target 55% public transport Actual 57% public transport (More recent surveys for Manchester's PSA, using a different method, have suggested non-car modal share to be even higher)
	AM peak number of trips to Regional Centre	Achieved	Target 10% increase since 1997 Actual 9.6% increase
	AM peak modal split to other key centres	Just not achieved but recent improvement	Target 37% public transport Actual 31% public transport Main decrease prior to LTP1 period Signs of a slight increase over last 3 years
	AM peak number of trips to key centres	Not achieved, but stable	Target 7% increase since 1997 Actual 7% decrease Main decrease prior to LTP1 period; relatively stable since 2001
	Cycle trips to other key centres	Not achieved, but improving	Target increase of 30% since 1997 Actual 20% decrease Main decrease prior to LTP1 period. Levels increased for last 2 years
	Percentage non-car use to Manchester Airport	Slightly off track, but improving	Milestone 23% (21m passengers) Actual 20.5% (22m passengers)

6 Progress Towards Targets

Headline Indicator	Description	On Track?	Justification
HI 2 Public transport patronage	Bus journeys	On track to 2003/04, subsequently off track, but improving	Milestone 232m journeys Actual 219m journeys
	Rail journeys	On track	Milestone 19m journeys Actual 19.7m journeys
	Metrolink journeys	On track	Milestone 19.1m journeys Actual 19.9m journeys
HI 3 Quality bus corridors	**Manchester-Hazel Grove** Corridor punctuality	Achieved	Target < 10% buses running 5 or more minutes late No equivalent actual data, but data has been collected in line with Traffic Commissioners punctuality methodology and observation of excess waiting time. Reduction of long gaps (from 21% to 4% of observation periods failing to meet standards) and increased departures / hour (from 9% to 0% of observation periods failing to meet standards). Move towards excess waiting time, demonstrates a fall to –3.1 (one of best performing routes)
	Corridor patronage	Achieved	Target > than County rate (-1%) Actual +13% increase since QBC measures implemented, based on operator data
	Corridor journey time savings	Partly achieved	Target savings of 10%-15% Actual target met in northbound direction (14%) but worsened in southbound direction. Both results demonstrate improvement over do-nothing scenario. Further measures proposed.
	Leigh - Bolton Corridor punctuality	Achieved	Target < 10% buses running 5 or more mins late No equivalent actual data, but figures, using Traffic Commissioners' punctuality methodology, suggest a reduction in long gaps (from 18% of monitoring time periods failing standards to 2%), and an ongoing improvement in excess waiting time (1.89 to –1.03).
	Corridor patronage	Achieved	Target > than County rate (-1%) Actual 16% increase by 2003/04
	Corridor journey time savings	Achieved	Target savings of 10%-15% Actual estimated 10%-13% savings in 2002/03, based on 'with/without' analysis to take account of other non-QBC related changes on corridor.
	Bury-Manchester Corridor punctuality	Not achieved, but some improvement	Target < 10% buses running 5 or more minutes late No equivalent actual data, but figures, using Traffic Commissioners' punctuality methodology, suggest steady improvement in reduction of long gaps (from 20% of assessment periods failing standards to 3%). There has however been a deterioration in excess waiting time during 2005/06. Investigation ongoing.
	Corridor patronage	Achieved	Target > than County rate (-1%) Actual 16% increase by 2003/04
	Corridor journey time savings	Not achieved, but some improvement	Target savings of 10%-15% 5% savings made to date northbound but recent deteriation. Further measures proposed to enhance benefits. Route has been subject to increased junction delays due to improved pedestrian facilities. With / without analysis underway.
HI 6 Annual car kilometres	Annual car km on A&B roads	Achieved	Target <8% increase from 1991 Actual 5.8% increase
HI 9 Travel plans	Local authorities operating travel plans	Achieved	Target for all 11 authorities to be implementing travel plans; All authorities did have travel plans,
	Number of higher education and major healthcare sites with travel plans	Not achieved but improving	Target all sites by 2005 (26 HE and 31 healthcare sites) Actual: 8 HE, 13 healthcare
	Number of workplaces operating travel plans	Not achieved but improving	109 workplace travel plans by 2006 Actual: 80 but increasing.

Progress Towards Targets 6

Headline Indicator	Description	On Track?	Justification	
HI 10 School travel	Percentage non-car travel to primary schools	On track	Milestone 57% non-car use Actual 58% non-car use	
	Percentage non-car travel to secondary schools	On track	Milestone 81% non-car use Actual 77% non-car use	
	Number of schools operating travel plans	On track	Milestone 300 schools Actual 365, from 496 involved so far in travel plan process (almost half of all schools)	
Accessibility				
HI 12 Ease of public transport interchange	Class A interchanges	Achieved	**Targets** Spatial 71% Information 100% Other 60%	**Actual** Spatial 72% Information 100% Other 63%
	Class B interchanges	Achieved	Spatial 58% Information 100% Other 31%	Spatial 58% Information 100% Other 33%
	Class C interchanges	Achieved	Spatial 51% Information 59% Other 16%	Spatial 51% Information 59% Other 16%
	Class D interchanges	Achieved	Spatial 60% Information 43% Other 15%	Spatial 60% Information 43% Other 15%
HI 13 Access to public transport network	Weekday daytime	Achieved	Target 91% of population Actual 93.5%	
	Weekday evening	Achieved	Target 81% of population Actual 81.4%	
	Sunday daytime	Achieved	Target 72% of population Actual 81.2%	
HI 14 Other public transport indicators	Locations with timetables or information	Achieved	Stretched target 3000 Actual 3437	
	% bus stops with timetables	Achieved	Stretched target 60% Actual 60.5%	
	Concessionary trips	Achieved	Target 77.35m Actual 79.45m	
	Wheelchair accessible buses	Slightly off track, but improving	Milestone 51.0% of fleet Actual 48.4% of fleet	
	Accessible rail stations	Slightly off track, but improving	Milestone 59 stations Actual 56 stations	
	Ring & Ride journeys	Achieved	Milestone 1.277m Actual 1.279m	
	Travel vouchers	No clear evidence	Milestone 13,000 Actual 9,528 (database revised)	

6 Progress Towards Targets

Headline Indicator	Description	On Track?	Justification	
Road Safety				
HI 7 Road safety	KSI casualties	Off track, trend stable	Target 818 Actual 1080	
	Child KSI casualties	On track	Target 194 Actual 205	
	Cycle casualties	Achieved	Target 987 Actual 782	
	Pedestrian casualties	Achieved	Target 2425 Actual 2144	
	Slight casualty rate	Achieved	Milestone 89.07 Actual 62.63	
	KSI accidents	Not achieved but improvement	Target 730 Actual 975	
	Child KSI accidents	Achieved	Target 190 Actual 202	
Other Indicators				
HI 8 Pedestrian facilities at traffic signals	Traffic signals with pedestrian facilities	Just not achieved, but large improvement	Target 69% Actual 67%	
HI 11 Traffic calming	Residential properties in traffic calmed areas	Achieved	Target 20% Actual 20%	
HI 4 Cycle-km index	Average cycle-km on A&B roads and at automatic counting (ACC) sites	Off track, but improving	**Milestones** A roads 173 B roads 152 ACCs 143	**Actual** A roads 80 B roads 95 ACCs 97
HI 5 Walking	Individual walk trips / year	Off track, but improving	Target 319 Actual 249 (2004)	
HI 17 Standard of Rail and Metrolink facilities	Standard of rail facilities	No clear evidence	Methodology changed as a result of refranchising: now: Stations above penalty level 96% Stations above incentive level 67% Trains above penalty level 87% Trains above incentive level 36%	
	Standard of Metrolink facilities	Not achieved	Benchmarks: 100% **Actual** Station cleaning 86% Station maintenance 88% Information 72% On tram facilities 37%	

Overall Progress

Table 6.6 'Summary of progress towards local targets' summarises our progress with regard to all our Headline Indicators, including both national core and local targets. We are on track to meet / partly meet 63% of these local targets, although it is important to recognise that this figure does not acknowledge that some targets are of higher priority than others, and many target areas are subdivided. We were significantly off track for 23% of targets, and slightly off track for 10%. Despite this we are encouraged that in 83% of these off-track cases the trend showed some improvement either overall or in recent years.

Areas of Concern

There were a variety of reasons why some our targets were not on track, apart from instances where delivery of effectiveness was not as intended. Some were not wholly within our control (eg. proportion of the bus fleet that is wheelchair accessible), some missed the target by a very small amount (eg. pedestrian facilities at crossings), whilst in others it became evident that the original target was unrealistic (for example, cycle flows), or that the inertia of the situation meant that it took longer than envisaged to start to show improvements (eg. cycling and walking).

The main areas of concern are dealt with below; in most of these cases we are reassured to see that there is still evidence of an improvement in performance.

Trips to Other Key Centres

We wanted to see an increase in trips and public transport modal share. Although total am peak trips to other key centres have fallen overall, most of this decline occurred before the LTP1 period, and it has remained stable for a number of years. Modal split also indicated a pre-LTP decline in public transport share, but we are pleased to note a modest but steady increase in the proportion of trips by public transport in recent years as our policies have borne fruit. In addition, we have observed a welcome increase in the number of cycle commuters in the later LTP1 period. We are therefore confident that our policies were beneficial, and that trends are changing as a result of the implementation of those policies. This has provided a good foundation for future progress on what is a continuing core issue in our second Local Transport Plan.

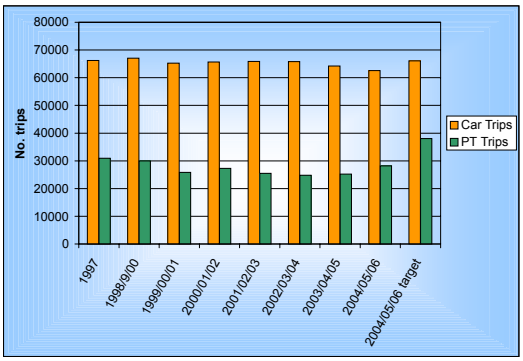

Figure 6.4 Trips To Other Key Centres

6 Progress Towards Targets

Walking

Walking levels declined rapidly in the pre and early part of LTP1. The LTP1 target sought to turn round this decline, to regain the levels in 1996-98 by 2003-05. As with the cycling target, we had little evidence regarding the impact of measures for pedestrians on which to base our target, and the target was therefore more based on ambition rather than on evidence and realism.

However, there is now a much greater awareness about health issues, and the role of walking in increasing levels of exercise. This, coupled with our improvements for pedestrians made in line with the Greater Manchester Walking Strategy and the remedial Action Plan, caused levels to recover from 2002 onwards. We are hopeful that this indicates the start of a long term recovery, and that in reality there was more inertia than the target had allowed for. This view is supported by results from surveys of residents' satisfaction with conditions for pedestrians, which show an increase from 70% to 86% between 2004 and 2006.

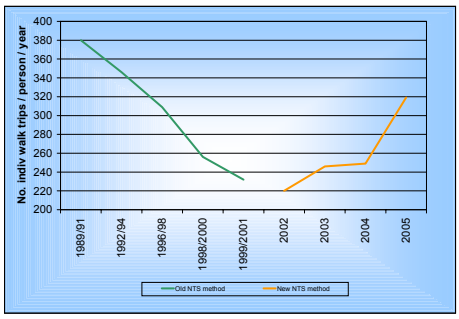

Figure 6.5 Individual Walk Trips / Person / Year (National Travel Survey)

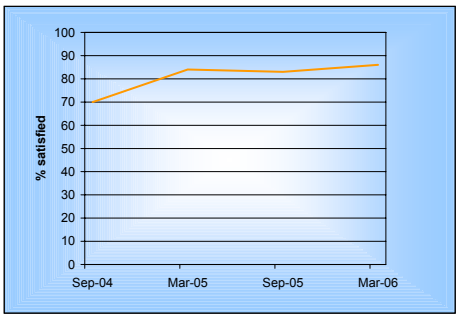

Figure 6.6 Satisfaction with Walking Environment

Workplace Travel Plans

By 2003, implementation of workplace travel plans was on track to meet a demanding target of 120 plans by the end of LTP1. However, the DfT's withdrawal of funding for travel plan coordinators from March 2004 ultimately meant that we were not able to provide sufficient resources to meet our subsequently revised target of 109 plans by 2006. On the positive side, the total number of workplace travel plans, and the stage they are at, has increased every year. In 2005/06, for example, 26 new travel plans came into operation, and 31 developed to the next stage of implementation. However, we have been surprised by the amount of churn; in the same year, 25 organisations previously expressing an interest in travel plans ceased to do so, and 12 regressed. The staff resources needed to maintain and develop high levels of interest and action are considerable. There are some excellent examples of successful travel plans at Higher Education and major Healthcare sites, for example, Manchester Higher Education Precinct (which combines educational and healthcare uses) where non-car modal share increased from 38% in 1999 to 57.64% in 2005, and Hopwood Hall College, Rochdale. It is, however regrettable that not all Higher Education and major Healthcare sites were able to implement travel plans due to competing priorities in these sectors.

Modal Share Travel to Manchester Airport

We were pleased to see local bus use by staff increased to 10% from 7% last year, and that drive alone car use is down to 68%, its lowest figure and both are ahead of target. Rail mode share suffered in the wake of WCML modernisation, and the post Hatfield works. There was also little progress with rail operators developing and marketing rail in the 2002-2004 period because of the uncertainty about refranchising. However rail is recovering from a low of about 5.5% in 2002 to 7.2% in 2005. This is benefiting from the input in the new TPE franchise, and the almost complete major engineering works, although work on the Crewe line is still under way. The delay in extending Metrolink to the airport has also affected our performance. There has been little interest from the market to add new inter urban or longer distance bus or coach services, which has limited use of this mode, although there are encouraging current discussions which may yield results shortly, and National Express has a staffed desk at the Airport, with a dedicated coach stand for their routes. The completion of the Ground Transport Interchange should also assist with further promotion of the bus and coach modes.

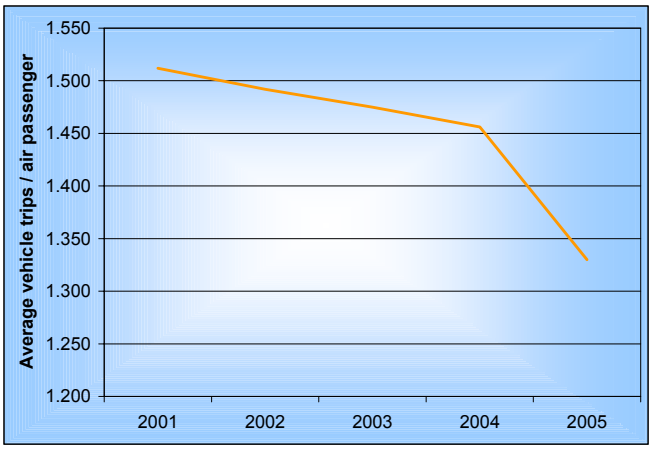

Figure 6.7 Average Number of Vehicle Trips / Air Passenger

Other Public Transport Indicators

Although the target for percentage of wheelchair accessible buses was missed, this was the responsibility of our partners in the bus industry as the local authorities have no direct control over this aspect. The proportion has been rising steadily over the LTP1 period as operators invest in new vehicles.

We have made an extra eight rail stations fully accessible over the LTP1 period, although the target was for an additional eleven. We have experienced some difficulties working with the fragmented rail industry to progress schemes on the rail network, and we are also focusing on the provision of additional rolling stock. Many rail stations have had investment within their curtilage, and access from surrounding areas has been improved. The restructuring of the rail network, and refranchising of North of England services should help us improve delivery in the LTP2 period.

The figures for the number of travel voucher users are inconclusive because the database was cleaned in 2005 to remove people no longer eligible, in order to provide more reliable current figures.

6 Progress Towards Targets

Standard of Rail and Metrolink Facilities

We have had some problems with collecting and interpreting the results from our SQUIRE monitoring system used for HI17 rail and Metrolink maintenance. There have been a number of methodology changes as a result of the franchise process. This means that we do not have a great deal of confidence in the use of this indicator for LTP monitoring, hence it will not be part of the LTP2 monitoring framework. An alternative outcome based indicator which incorporates aspects of HI17 would be passenger satisfaction with each mode. An analysis of this evidence indicates steadily increasing levels of customer satisfaction with both modes.

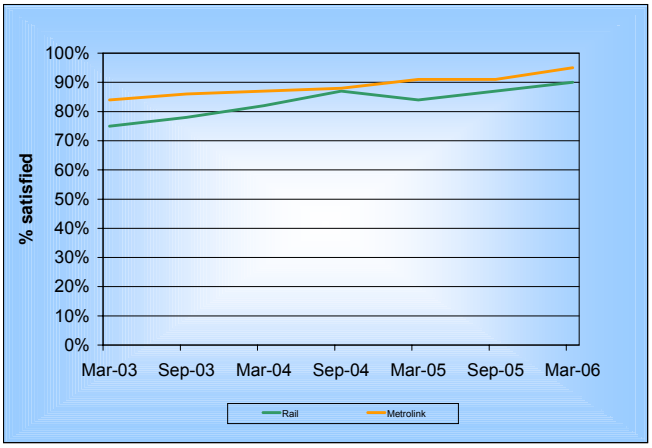

Figure 6.8 User Satisfaction with Rail and Metrolink

Glossary 7

Acronym	Explanation
ACC	Automatic Cycle Counts
ATC	Automatic Traffic Counts
AGMA	Association of Greater Manchester Authorities
AM	Morning
APR	Annual Progress Report
APT	Arranged Passenger Transport
BVPI	Best Value Performance Indicator
CC	City Council
CCTV	Closed Circuit Television
COPECAT	Concise Pedestrian and Cycle Audit
CPO	Compulsory Purchase Order
CPS	Continuous Passenger Sampling
DDA	Disability Discrimination Act
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EDZ	Economic Development Zone
ERDF	European Regional Development Fund
GIS	Geographic Information System
GM	Greater Manchester
GMITS	Greater Manchester Integrated Transport Strategy
GMLTP	Greater Manchester Local Transport Plan
GMP	Greater Manchester Police
GMPTA	Greater Manchester Passenger Transport Authority
GMPTE	Greater Manchester Passenger Transport Executive
GMTU	Greater Manchester Transportation Unit
GMUTC	Greater Manchester Urban Traffic Control
HGV	Heavy Goods Vehicles
ITS	Intelligent Transport Systems
JETTS	M60 Junction Eighteen to Twelve Multi-Modal Study
LA	Local Authority
LEA	Local Education Authority
LSP	Local Strategic Partnership
LTP	Local Transport Plan
LTP1	First Local Transport Plan (2000/01 - 2010/11)
KSI	Killed and Seriously Injured Casualties
MBC	Metropolitan Borough Council
MSIRR	Manchester-Salford Inner Relief Route
NDC	New Deal for Communities

7 Glossary

Acronym	Explanation
NHS	National Health Service
NRF	Neighbourhood Renewal Fund
NRSI	Neighbourhood Road Safety Initiative
NWDA	North West Development Agency
NWRA	North West Regional Assembly
P&R	Park and Ride
PCT	Primary Care Trust
PHV	Private Hire Vehicle
PPG	Planning Policy Guidance
PRN	Primary Route Network
PROW	Public Right of Way
PSA	Public Service Agreement
PTA	Passenger Transport Authority
PTE	Passenger Transport Executive
QBC	Quality Bus Corridor
RBC	Rural Bus Challenge
RTPI	Real Time Passenger Information
SCA	Supplementary Credit Approval
SCE	Supported Capital Expenditure
SCOOT	Split Cycle Offset Optimisation Technique
SEMMMS	South East Manchester Multi-Modal Study
SQUIRE	Service Quality Incentive Regime
SRA	Strategic Rail Authority
SRB	Single Regeneration Budget
GMtif	Greater Manchester Transport Infrastructure Fund
TIF	National Transport Innovation Fund
TRO	Traffic Regulation Order
TSG	Transport Supplementary Grant
TWA	Transport & Works Act
UBC	Urban Bus Challenge
UDP	Unitary Development Plan
UTC	Urban Traffic Control

Annex 1 Delivery of Major Schemes 8

8.1 Context

Major schemes are those schemes essential to the delivery of our LTP1 objectives which cost over £5 million gross. We included a variety of public transport and highway based schemes. These were based around schemes which completed links in the public transport network, significantly improved interchange, or enhanced the highway network for regeneration or environmental reasons.

The following schemes were included in the original 2001 LTP1 document:

- Metrolink Single Contract
- Metrolink capacity enhancement
- QBC network (subsequently became Northern Orbital and SEMMMS QBC major schemes)
- Manchester-Salford Inner Relief Route
- Urban Traffic Control Block Replacement Scheme
- Leigh-Salford Manchester Guided Busway and QBC
- Cadishead Way (Brinell Drive-Salford City boundary)
- Wigan Integrated Transport Scheme (subsequently became Wigan Inner Relief Route)
- The Glossop Spur

In addition, the following schemes were developed and submitted during the LTP1 period:

- Central Park (formerly North Manchester Business Park)
- Oldham Retaining Walls
- M60 JETTS QBC
- Stockport Metrolink extension
- Yellow School Buses
- Rochdale Interchange
- Altrincham Interchange
- A5225 Access Wigan (formerly A5225 Wigan Gateway)
- Carrington - Irlam / Cadishead link

The following tables describe the progress of each scheme.

8 Annex 1 Delivery of Major Schemes

8.2 Schemes Under Construction at Time of LTP1 Submission

8.2.1 Metrolink Single Contract

Scheme	Metrolink network extension
Submitted	1999
Approved	July 2000 Revised cost approved Dec 2002
Cost	£520 m
Start of works	Advance works 2003
Opening	n/a
Description	Construction of new Metrolink lines from Manchester to Oldham-Rochdale, Ashton-under-Lyne and Manchester Airport Upgrading of the existing Metrolink lines
Objectives	Objectives were to provide a high quality public transport option to achieve modal shift, support the regeneration of town centres & improve access to jobs and other key facilities. Contributes mainly to LTP objective E – High quality public transport network to increase the attractiveness of non-car modes. Also contributes to A (attractiveness & viability of centres), D (sustainability), F (social inclusion), G (physical accessibility) and M (making best use of existing infrastructure)
Delivery	Funding withdrawn in July 2004 due to cost increases. Dft subsequently confirmed that the offered £520m was still available subject to development of an integrated transport strategy for the proposed Metrolink corridors. GMITS, submitted in March 2005 confirmed that Metrolink was still the most appropriate solution for those corridors and set the proposals in a multi-modal context, with supporting behavioural change strategies. Conditional approval granted for upgrade of existing lines (see below) Post LTP1 period Government announcement on 6 July approving Oldham/Rochdale, Droylsden and Chorlton extensions

Scheme	Metrolink upgrades
Submitted	
Approved	Conditional approval July 2005
Cost	£102m (of which £58m is DfT funding from the £520m originally approved for the Metrolink Single Contract
Start of works	n/a
Opening	n/a

Annex 1 Delivery of Major Schemes 8

Scheme	Metrolink upgrades
Description	Provision of 8 additional trams, improvements to stops (including lighting, information, accessibility and new ticket machines), and major infrastructure works (including renewal of the Bury line and other works in the city centre and Altrincham)
Objectives	Objectives were to provide a high quality public transport option to achieve modal shift, support the regeneration of town centres & improve access to jobs and other key facilities. Contributes mainly to LTP objective E – High quality public transport network to increase the attractiveness of non-car modes. Also contributes to A (attractiveness & viability of centres), D (sustainability), F (social inclusion), G (physical accessibility) and M (making best use of existing infrastructure)
Delivery	Shortlisted companies have been invited to submit bids for contracts to provide the additional trams and the track renewals

8.2.2 Manchester-Salford Inner Relief Route

Scheme	**Manchester and Salford Inner Relief Route** Joint Manchester and Salford City Council promoted scheme
Submitted	Annex E submitted July 1999
Approved	Provisionally accepted with initial funding allocation December 1999
Cost	£37.919m gross cost (total for both authorities)
Start of works / opening	**Stage 1** Start - March 2001. Completed - July 2002 **Stage 2** Start - October 2002. Completed - July 2003 **Stage 3** Start -June 2004. Completed - November 2004
Description	900m of at grade dual two-lane carriageway between the A57 Regent Road and the existing section of the inner Relief Route at Gore Street near A6 Chapel Street. New over rail bridge abutments to facilitate expanded junction and for the provision of dual two-lane carriageway linking in with the existing A6 at Gore Street.
Objectives	The scheme had the following local objectives: • To promote the use of the Inner Relief Route for non-essential City Centre traffic. • To encourage use of the Inner Relief Route to improve traffic distribution in and around the Regional Centre; • To create the capacity for more reliable and additional bus journeys to and from the heart of the Regional Centre; • To support regeneration initiatives and land use policies within the Regional Centre; • To improve access for all users within the Regional Centre; and • To provide improved conditions for all vulnerable road users within the Regional Centre. The scheme contributed mainly to the LTP1 objectives A (To improve the attractiveness & viability of Regional Centre), and B (To reduce the impact of motorised traffic), but also to objectives C (land use and transport), D (sustainability), E (public transport), I (demand management), J (freight), K (external links)
Delivery	Stage I of the scheme was delivered in time for the 2002 Commonwealth Games.

8 Annex 1 Delivery of Major Schemes

Scheme	**Manchester and Salford Inner Relief Route** Joint Manchester and Salford City Council promoted scheme
	The scheme was fully open to traffic in November 2004
Effect	Encouraging traffic to use the Inner Relief Route has contributed to the massive and ongoing regeneration of the Regional Centre (see Case Study 1'The Renaissance of the Regional Centre'). The completed section of the Inner Relief Route has improved access to previously derelict, "brownfield" sites currently undergoing redevelopment with new housing and office accommodation. Has contributed to a reduction of cars entering the Regional Centre from over 29,000 in 1999 to 25,000 in 2006. + Has contributed to an increase in the proportion of non car modes entering the Regional Centre as indicated below: • 1997 - 49% car 51% public transport • 2001/02 41% car 59% public transport • 2004/05 43% car 57% public transport

8.2.3 Altrincham Eastern Improvement Route

Submitted	March 1997
Approved	March 1997
Cost	£5,506
Start of works	April 2000
Opening	October 2002
Description	The scheme was designed to improve the highway network to the east of the town centre. This included the provision of six new traffic signalised junctions, the widening of sections of highway, the construction of a new road link between Manor Road and Lloyd Street, incorporating a new bridge over the railway and major drainage works.
Objectives	The scheme has improved access to and movement around the town centre, by improving the highway network, public transport and facilities for cyclists, pedestrians and persons with disabilities. Trafford council objectives are to maintain and develop Altrincham Town Centre as an attractive location both for businesses to invest and for people of all ages to live and work. The Eastern Improvement Route has been important in enabling Altrincham to be a vibrant town centre offering a diverse range of activities in an attractive, clean and safe environment for the enjoyment of the local community and visitors alike.
Delivery	This was a complex scheme to deliver because of land assembly issues and the need to relocate the Altrincham Post Office Sorting Office. The route was also amended to take account of the pattern of new developments adjacent to the route.
Effect	This scheme has provided access to the key development areas to the east of the town centre and has improved the environment of the town centre by the reduction of through traffic and thereby congestion.

Annex 1 Delivery of Major Schemes 8

8.3 Schemes Accepted in LTP1 Period

8.3.1 GMUTC Block Replacement

Scheme	Urban Traffic Control Block Replacement
Submitted	2000
Approved	2000
Cost	£5,507 m
Start of works	April 2001
Opening	Complete
Description	A cost-effective major upgrade, expansion and renewal of the urban traffic control and traffic signal infrastructure. This included the introduction of modern dynamic traffic control using SCOOT at approximately one third of sites, thereby optimising traffic flow and enabling bus priority to be given. In addition, obsolete signalised pedestrian crossings were upgraded to meet modern standards, with facilities for disabled people. The project also included a new control room and coordination of CCTV cameras with the city centre security team.
Objectives	This scheme mainly contributed to LTP Objectives M (to maintain, improve and make the best use of existing transportation infrastructure), B (reduce the impact of motorised traffic) and G (improving accessibility for those with mobility difficulties). It also contributed to achievement of objective E (public transport)
Delivery	Delivery went according to plan. Major scheme funding was complemented by other council funds, developer contributions and the QBC programme; amongst other improvements this has provided a new parking guidance and information system in Stockport Town Centre.
Effect	The scheme has contributed to the effectiveness of QBCs, including increased bus patronage on QBC corridors (see 5.1.2.1 'Bus, including Quality Bus Corridors'), a reduction in road casualties (see 6.1 'Overall Progress on Core Targets'), and an improvement in every authority's BV165 (disabled facilities at signalised crossings) indicator.

8.3.2 QBC network

Submitted	2000
Approved	Subsequently modified to form 2 major schemes (see 8.3.2.2 'SEMMMS QBC' and 8.3.2.1 'Northern Orbital QBC')
Cost	£32.47 m
Description	Completion of full Quality Bus Corridor works on 8 of the corridors proposed in the 1999/00 Package Bid, but not addressed, along with upgrading of the Wilmslow Road corridor to full QBC standard and improvements to bus movements on a number of routes to Manchester Airport
Objectives	Objectives were to improve speed & reliability of bus journeys, improve passenger waiting facilities & information, Improve traffic conditions in local centres and improve facilities for cyclists and pedestrians. Contributes mainly to the LTP objective E (High quality public transport network to increase the attractiveness of non-car modes) Also contributes to objectives: A (attractiveness & viability of centres), B (increase walking & cycling) & D (sustainability)

8 Annex 1 Delivery of Major Schemes

8.3.2.1 Northern Orbital QBC

Submitted	Was part of original bid in 8.3.2 'QBC network'
Approved	Full approval August 2003
Cost	£9.47 m
Start of works	April 2004
Opening	Whole scheme completion expected March 2007, although sections will be useable before this date.
Description	Extension of QBC network in North Manchester Orbital Corridor between Bolton & Rochdale & Rochdale & Manchester
Objectives	Objectives were to improve speed & reliability of bus journeys, improve passenger waiting facilities & information, Improve traffic conditions in local centres and improve facilities for cyclists and pedestrians. Contributes mainly to LTP objective E (High quality public transport network to increase the attractiveness of non-car modes) Also contributes to : A (attractiveness & viability of centres), B (increase walking & cycling) & D (sustainability)
Delivery	Work is on target to complete the scheme by March 2007

8.3.2.2 SEMMMS QBC

Submitted	2001
Approved	Full approval August 2003
Cost	£23 m
Start of works	April 2002
Opening	Whole scheme completion anticipated March 2008, although sections will come on-stream throughout the construction period
Description	Extension of QBC network as part of public transport measures proposed by the South East Manchester Multi-Modal Study
Objectives	To improve speed & reliability of bus journeys, improve passenger waiting facilities & information, Improve traffic conditions in local centres and improve facilities for cyclists and pedestrians. Contributes to LTP objective E (High quality public transport network to increase the attractiveness of non-car modes) Also contributes to : A (attractiveness & viability of centres), B (increase walking & cycling) & D (sustainability)
Delivery	Original scheme implementation delayed after delay in securing full approval and in the light of experience gained in implementing other QBC schemes, particularly the time needed to undertake a two-stage consultation process

Annex 1 Delivery of Major Schemes 8

8.3.3 Metrolink Vehicles Increased Capacity

Submitted	July 2000
Approved	Provisional approval Dec 2000
Cost	£7 m
Start of works	n/a
Opening	n/a
Description	Provision of additional capacity on Bury-Altrincham line to alleviate peak hour overcrowding
Objectives	To alleviate overcrowding, increase passenger satisfaction and achieve modal shift Contributes to LTP objective E (High quality public transport network to increase the attractiveness of non-car modes)
Delivery	Original concept of adding a central section to existing trams was not pursued for technical reasons. Similarly attempts to acquire second hand trams were frustrated by technical & logistical problems. It was therefore decided to acquire new vehicles as part of the Metrolink Single Contract Now being provided as part of Metrolink upgrades
Effect	n/a

8.3.4 Cadishead Way (Brinell Drive - City Boundary)

Scheme	Cadishead Way (Brinell Drive to City Boundary)
Submitted	Annex E Submitted July 2002
Approved	December 2003
Cost	Costs not yet finalised. Current estimate of final cost, £18.626 million.
Start of works	February 2004
Opening	September 2005
Description	A 2.4km extension to the previously completed section of Cadishead Way, providing a new route for the A57 primary route, and bypassing the town centre of Cadishead. The scheme was constructed to 9.3m wide single carriageway standard with local widening at junctions, including a 3.0m wide footway / cycleway on its northern side, and 5.0m landscaping strips on both sides.
Objectives	• Improve the environment, attractiveness and safety of Irlam and Cadishead, and enhance their attractiveness as locations for industry and commerce; • reduce the impact of motorised traffic, particularly heavy goods traffic, improve air quality and road and community safety along the main thoroughfare of Liverpool Road, by removing through-traffic and enabling substantial measures to assist buses, cyclists and pedestrians to be implemented; • increase the attractiveness of Irlam and Cadishead as local centres for trading, shopping and taking leisure, thereby reducing the need for travel by the local population, creating opportunities for a more sustainable community. This will increase the number of local trips to local facilities, reduce the number of longer trips, leading to an associated reduction in traffic congestion and vehicle emissions;

8 Annex 1 Delivery of Major Schemes

Scheme	Cadishead Way (Brinell Drive to City Boundary)
	• promote social inclusion, widen transport choice and make the transport system within the area more accessible to people with mobility difficulties, by enabling improvements to bus, cycling and pedestrian facilities to be carried out, greatly assisting those without access to a private car; • manage the demand for car travel, since the scheme will not lead to any further traffic being induced; • reduce the impact of freight traffic within the centres and neighbourhoods along Liverpool Road; • maximise the benefits of previous investment by completing the bypass round Irlam and Cadishead, enabling it to function more fully in its purpose of diverting through-traffic away from the local centres and providing more appropriate access to Northbank Industrial Park and the proposed Barton Strategic Employment Site.
Delivery	The scheme is now completed and beginning to deliver the expected outcomes. The next stage is to utilise LTP minor works resources to enhance the street environment along Liverpool Road, both to deter its use by any remaining through-traffic, and also to create an attractive local shopping environment to assist the development of a more sustainable local community.
Effect	Reduced traffic on Liverpool Road through Cadishead, as recent traffic counts indicate: • Daily traffic has reduced by 42%; • AM & PM peak flows have halved, including HGVs; • Off-peak HGV flows have reduced from 100/hr to 22/hr, i.e. by 78%. These reductions in traffic levels along Liverpool Road will clearly have led to reduced levels of pollution, which will be fully assessed in due course, i.e. once the scheme has been open to traffic for 12 months. Similarly, road casualties are likely to have reduced, again, this will be fully assessed in due course.

8.3.5 Central Park (formerly North Manchester Business Park Interchange)

Scheme	Central Park – Formerly North Manchester Business Park Phase 1
Submitted	Annex E submitted July 2001
Approved	Provisionally Accepted December 2002 Fully Accepted November 2003
Cost	£36.246 including £20.246m Local Transport Plan Funding
Start of Works	Start – February 2004
Opening	Completed – November 2005
Description	Central Park is a major strategic employment area planned to create up to 20,000 new jobs over a 15-year period over several phases. It is the UK's first urban business park close to the size of Manchester City centre. Working with our key investment and development partners (Ask/Akeler), the Phase One, 92-acre site has already been assembled, remediated and is home to Fujitsu's new regional office, One Central Park technology and business centre, and the Gateway Transport Interchange.

Annex 1 Delivery of Major Schemes 8

Scheme	Central Park – Formerly North Manchester Business Park Phase 1
	The £36m **Gateway Interchange project** ensures integrated access by public and private transport users and will connect Central Park to the A62 Oldham Road, providing links to the national road network and the M60. The Gateway includes: • A bus interchange • High quality dedicated bus route infrastructure • New Metrolink station, with distinctive landmark feature canopy on the Oldham/Rochdale line
Objectives	The provision of the Transport Gateway is an integral and essential part of the Central Park as an accessible, integrated transport network is vial in getting people to and from their employment. The scheme is a major contributor to the following LTP1 objectives: • C - Complementary land use and transport policies; • D - Improving and Sustainable Transport; Encourages the use of public transport by providing employment close to residential population. • E - High Quality public transport network; Scheme provides high quality public transport interchange. • I - To manage the demand for Car Travel -Through the provision of a high quality Interchange; and • M - Maintain and improve existing transport infrastructure - Links in with existing rail and proposed Metrolink system, bus networks and the strategic highway and local road network providing cycle and walking facilities.
Delivery	Scheme delivered on time and to budget
Effect	The Transport Gateway means Central Park can now offer integrated road, bus and rail links. Central Park is the main economic generator for New East Manchester, driving forward the transition from heavy industry to new technology. The excellent transport links Central Park now offers will attract more global technology businesses such as Fujitsu. One Central Park is also an economic catalyst stimulating the creation of new jobs, new investment and new opportunities in the community of East Manchester. It will, through the training of local people and, by attracting into its surroundings a high earning and ambitious labour force, raise the area's human capital and diversity , thus providing a firm foundation for long-term economic growth.

8 Annex 1 Delivery of Major Schemes

8.3.6 Oldham Retaining Walls

Scheme	Oldham Highway Retaining Walls
Submitted	July 2001
Approved	December 2001
Cost	£14 m
Start of Works	Design / procurement January 2002 Site works September 2002
Opening	Individual projects on site reaching completion since early 2003, progressively until March 2006
Description	Replacement of existing failing and sub standard dry stone highway retaining walls and parapets along highway "corridors" with new structures designed and built to modern standards, clad in masonry (recycled where possible), integrated with carriageway and footway improvements, including drainage and street lighting. Replacement walls to be sympathetic to and enhance the rural character of the area.
Objectives	To rehabilitate and improve existing strategic and other important local routes throughout the east of the Borough Whilst contributing to other LTP objectives, the scheme principally supports LTP Objective M.
Delivery	Continuity of funding in this manner has enabled the issue of highway retaining walls to be dealt with in a very quick and effective manner allowing economies of scale, benefits of working in partnership with contractors and larger volumes of essential strengthening and safety work to be dealt with than otherwise would have been the case. The stable and "long term" nature of the funding stream has allowed a mature and productive relationship to form between the partners resulting in problems being solved together with minimal traditional contractual issues arising. Over 5 km of highway retaining wall has been reconstructed, comprising some 26 individual sites. A further six schemes have been worked upon in terms of design, and will be implemented on site within Oldham's proposed next framework contract.
Effect	The application of a corridor approach has enabled a step change to be achieved along a number of key routes (as well as other locally important routes) resulting in improved safety for the highway users and where possible projects have been coordinated with other highway improvements, including surfacing, highway drainage and street lighting. In addition to the use of recycled masonry to clad the walls, appropriate conservation of existing trees and suitable landscaping has been carried out on all projects with extensive liaison with local residents and local heritage groups. These works have improved the accessibility of these routes to all, from pedestrians to abnormal loads.

Annex 1 Delivery of Major Schemes 8

8.4 Schemes Proposed But Not Accepted During LTP1 Period

8.4.1 Leigh-Salford-Manchester QBC

Submitted	2000
Approved	Provisional approval December 2000
Cost	£42.3 m
Start of works	Originally anticipated in 2002/03. Now planned for period 2006/07 - 2008/09
Opening	2012
Description	Construction of a guided busway between Leigh & Ellenbrook on 8km of disused railway track & conventional bus lanes on-highway between Ellenbrook and Manchester city centre
Objectives	Objectives are: reduced journey times by bus between Leigh & Manchester, & achieving modal shift. Contributes mainly to LTP objective E (High quality public transport network to increase the attractiveness of non-car modes) Also contributes to Objective D (sustainability), and F (social inclusion)
Delivery	The scheme was delayed awaiting a decision following the public inquiry for Transport & Works Act powers, which were eventually granted August 2005, following further work on some environmental aspects of the scheme. Scheme costs also rose from those anticipated at the time of submission due mainly to the inclusion of 3 Park & Ride sites, some design changes following consultation, and updating of costs. The Regional Funding Allocation process identified the scheme for funding in period 2006/07 - 2008/09.

8.4.2 Wigan Inner Relief Route (formerly Wigan Integrated Transport Scheme)

Scheme	Wigan Inner Relief Route **(formerly Wigan Integrated Transport Scheme)**
Submitted	Annex E submitted July 2002
Approval	Provisionally accepted December 2002
Cost	Current cost is £20.8M
Start of Works	N/A
Opening	N/A
Description	Construction of approximately one kilometre of new single carriageway route between the A49 "Saddle Junction" and Frog Lane on the western side of Wigan Town Centre. A new bridge will be constructed to cross the Leeds-Liverpool canal.

8 Annex 1 Delivery of Major Schemes

Scheme	Wigan Inner Relief Route **(formerly Wigan Integrated Transport Scheme)**
	A new access road will be constructed to serve the Miry Lane Employment Zone and there will be on-line improvements along Frog Lane and New Market Street.
Objectives	To reduce the impact of motorised vehicles along Wallgate (Wigan Pier Quarter) and in the town centre enabling substantial improvement measures for buses and the walking and cycling environment. Facilitates a new combined railway station / bus interchange in Wigan town centre and provides synergy with bus corridor schemes to the south and west of the town centre. Acts as a catalyst for further regeneration of the Wigan Pier Quarter and Miry Lane Employment Zone in addition to canal side mixed use development. Maximizes previous investment by completing the Inner Relief Route around Wigan town centre and therefore diverts traffic away from the town centre environment.
Delivery	Planning permission was granted in September 2003. CPO and SRO have been drafted but need to be reprocessed following their withdrawal due to the scheme being referred to the regional prioritisation process. Negotiations continue to purchase land by agreement. The Regional Funding Allocation process has placed this scheme on the reserve list.

8.4.3 Ashton Northern Bypass Stage 2

Submitted	July 2002
Approved	Conditional Approval December 2002
Cost	The total scheme cost is now estimated to be £8.68m, an increase of £0.39m taking account of inflation.
Start of works	Anticipated to be May 2009
Opening	Anticipated date of the Bypass opening June 2011.
Description	The Ashton Northern Bypass Stage 2 is a new road on the northern side of Ashton town centre, 450m long linking the Wellington Road/Turner Lane junction and the Penny Meadow/Crickets Lane North junction.The scheme will complete the bypass around the northern side of Ashton town centre.
Objectives	The scheme is designed to carry local through traffic which currently uses Wellington Road and Penny Meadow. The scheme will allow Wellington Road and Penny Meadow to be re - arranged to benefit buses and bus passengers, pedestrians and the built environment within the town centre conservation area. When the bypass is open the local traffic will be managed so that the through traffic will use the bypass rather than Wellington Road and Penny Meadow. Bus services will continue to use Wellington Road and Penny Meadow in order to continue to provide good access to the town centre and rebuilt Market. Sections of Wellington Road and Penny Meadow will be reserved for buses and cyclists only. The other sections of Wellington Road and Penny Meadow will also be used by servicing traffic, taxis and traffic accessing town centre car parks.

Annex 1 Delivery of Major Schemes 8

Submitted	July 2002
	The reduction in traffic on Wellington Road and Penny Meadow will improve the environment for the many pedestrians who use the route and will allow the route to be refurbished so that it becomes an attractive environment within the town centre.
Delivery	Planning permission for this scheme was obtained in September 2003. In December 2004 planning permission was granted for the relocation of the affected Markazi Jamia Mosque to a nearby location. Following extensive and complex negotiations, agreement has been reached with the Trustees of the mosque relating to its relocation. Compulsory Purchase and Side Roads Orders (CPO and SRO) for the scheme have been prepared. The anticipated programme has been revised following the announcement of Regional Funding Allocation process which identified the scheme for funding in the period 2009/10 to 2015/16. Negotiations continue to purchase the required land by agreement where possible. Orders are expected to be published in November 2006, with submission to the DfT for Full Acceptance in February 2008 subject to public inquiry tiimescales. A start on on construction could be made in May 2008.

8.4.4 Glossop Spur

Submitted	2000
Approved	Provisional approval December 2000
Cost	£8.1 m
Start of works	Originally anticipated in 2004/05, now expected 2008/09
Opening	n/a
Description	The Glossop Spur is a proposed extension to the Mottram to Tintwistle Bypass, of which the latter is being promoted by the Highways Agency. The spur comprises a 1.2km long single carriageway road which extends the bypass scheme to the A57 at Woolley Bridge.
Objectives	To provide a more complete solution to the environmental problems caused by traffic in Longdendale than is provided by the Highways Agency's Bypass scheme. To provide a scheme which is capable of being successfully blended into the surrounding landscape. To reduce journey times on the local road network thereby complementing the Greater Manchester Integrate Project's A57 and A635 Quality Bus Corridor initiatives. To improve safety for all road users. To deliver street scene improvements and introduce pedestrian and cycle measures on the relieved routes To assist the regeneration of land in the High Peak District's Glossopdale SRB area.
Delivery	The scheme is intrinsically linked to the Mottram to Tintwistle Bypass, which is being promoted by the Highways Agency through the Trunk Road Programme. The programme for the spur must run in parallel with that of the bypass to ensure that the schemes are constructed as a single project. The Regional Funding Allocation process identified this scheme for funding in the period 2009/10 - 2015/16.

8 Annex 1 Delivery of Major Schemes

8.4.5 M60 JETTS QBC

Submitted	July 2003.
Approved	Provisionally approved December 2003
Cost	£26.9 m
Start of works	Was planned for April 2004, but only development work was undertaken as full approval had not been granted
Opening	n/a
Description	Extending the QBC network to a further 6 corridors as part of the public transport measures proposed by the M60 JETTS (Junctions 18 to 12) multi-modal study
Objectives	to improve speed & reliability of bus journeys, improve passenger waiting facilities & information, Improve traffic conditions in local centres and improve facilities for cyclists and pedestrians. Contributes mainly to LTP objective E (High quality public transport network to increase the attractiveness of non-car modes) Also contributes to : A (attractiveness & viability of centres), B (increase walking & cycling) & D (sustainability)
Delivery	The Regional Funding Allocation process identified this scheme for funding in the period 2009/10-2015/16

8.4.6 Stockport Metrolink

Submitted	July 2001
Cost	£90.5 m
Description	Extending Metrolink to Stockport via East Didsbury
Objectives	As for 8.2.1 ‘Metrolink Single Contract’
Delivery	A decision is awaited on this scheme. It does not form part of the Metrolink expansion scheme approved for funding from 2006/07 in the Regional Funding Allocation process.

8.4.7 Yellow School Buses

Submitted	2004
Cost	£27.05 m
Description	To supply 160 new yellow buses dedicated for school transport.
Objectives	
Delivery	Regional Funding Allocation profile suggests scheme start be delayed until 2015/16

Annex 1 Delivery of Major Schemes 8

8.4.8 Rochdale Interchange

Submitted	2004
Cost	£10 m
Description	To create a modern gateway combining bus, Metrolink, taxi and community transport
Objectives	
Delivery	The Regional Funding Allocation process identified this scheme for funding within 2006/07 -2008/09, but the scheme still has yet to receive full approval.

8.4.9 Altrincham Interchange

Submitted	2004
Cost	£16.21 m
Description	To rebuild the bus side of the existing interchange, with new links between rail and Metrolink platforms.
Objectives	
Delivery	The Regional Funding Allocation process placed this scheme in the reserve schemes list.

8.4.10 A5225 Access Wigan (formerly A5225 Wigan Gateway)

Submitted	2004
Cost	
Description	
Objectives	
Delivery	The scheme is currently being investigated for funding through the Private Finance Initiative.

8.4.11 Carrington - Irlam / Cadishead Link

Submitted	2004
Cost	Phase One: £15.37 m Phase Two: £15.15 m
Description	Phase One of the scheme includes a bridge over Manchester Ship Canal
Objectives	To regenerate Partington and the wider Carrington area, including the Strategic Regional Site identified by the North West Development Agency, including a proposed railfreight interchange known as Trafford Interchange.
Delivery	The proposed Trafford Interchange was not approved. The Regional Funding Allocation process therefore did not consider the scheme to be a priority for funding within the next 10 years.

8 Annex 1 Delivery of Major Schemes

8.4.12 SEMMMS New Relief Road

Submitted	2004
Cost	£432.5m, including £1.04m of PFI credits
Description	The SEMMMS New Relief Road Scheme consists of a total of 21.5 metres of road built to both single and dual carriageway standard. It replaces the previous road schemes for this area considered as part of the South East Manchester Multi Modal Study: • A6(M) Stockport North/South Bypass; • A555 Manchester Airport Eastern Link Road (MAELR); and • A523 Poynton Bypass
Objectives	The following objectives have been identified • 1. the promotion of environmentally sustainable economic growth; • 2. the promotion of urban regeneration; • 3. the improvement of amenity, safety and health; • 4. the enhancement of the Regional Centre, town centres and local and village centres and the Airport; • 5. the encouragement of the community and cultural life of neighbourhoods, and encouragement of social inclusion.
Delivery	An Annex E submission was made in July 2004, and an Expression of Interest in using a Private Finance Initiative submitted in June 2005; a decision on funding is expected imminently. The scheme was placed in the first quartile in the Regional Funding Allocation exercise, with funding allocated for preparation costs over the financial years 2009/10-2015/16.

8.4.13 Shudehill Interchange

Submitted	1997/98
Approved	This scheme was only partly funded through the LTP route therefore did not require approval through the major schemes process
Cost	£29.6m* (*Figure subject to final account agreement with contractor)
Start of works	Autumn 2002
Opening	Metrolink stop April 2003 Bus station Jan 2006
Description	Construction of a new bus/Metrolink interchange at Shudehill
Objectives	Objectives were to provide a replacement facility for the bomb damaged Arndale Bus Station, to provide multi-modal interchange and to support the regeneration of the Northern Quarter. The scheme contributes mainly to the LTP objectives A (attractiveness & viability of Regional centre) and E (High quality public transport network to increase the attractiveness of non-car modes)

Annex 1 Delivery of Major Schemes 8

Submitted	1997/98
	Also contributes to D (sustainability) and G (physical accessibility)
Delivery	Construction of the bus station element was delayed due to problems in obtaining planning consent in a conservation area & through protracted negotiations over land acquisition
Effect	Relocation of buses to new bus station from temporary location in Cannon St allowed work to start on final part of regeneration /expansion of Arndale Centre following the 1996 bombing & improved the accessibility of Northern Quarter of city .

Index

Accessibility 10, 12, 26–27, 31, 36, 38–40, 56, 59, 66, 70, 103, 106, 111, 146, 157, 169
Air quality 12, 29, 93
Arranged passenger transport 17, 69, 104
Ashton 18, 60, 63, 73, 94
Best Value 12, 41, 51, 113, 158, 165–166
Bolton 17, 28, 30, 45, 55, 98, 103, 112, 115, 117, 131, 146, 160, 162, 164–165, 182
Bury 30, 63, 66–67, 74, 84, 92, 112, 120, 123–124, 133, 160, 162, 164–165
Bus 153
Bus patronage 37, 53, 155
Bus services 17, 31, 38, 52–53, 72, 106, 114, 118, 153
Bus stops 17, 37, 56, 77–78, 103, 106, 111, 144, 146, 169
Casualties 11, 13, 17, 29, 35, 82, 128, 157, 170
Cleaner vehicles campaign 36, 94, 96
Climate change 12, 99
Community 16, 30, 32, 38, 85, 92, 113, 118, 123, 132
Congestion 12, 16, 19, 21, 36–37, 39–40, 55, 167
Consultation 12–13, 21, 32, 42, 45, 98, 112, 117, 122, 137, 140
Crime 17, 23–24, 29, 69, 114
Cycling 9, 14, 17, 24–25, 36, 42, 128, 131, 133, 136, 153, 158, 188
Demand management 9, 14, 39, 104
Demand responsive transport 27, 37, 68, 78, 105–106, 113, 118, 147
Disabled people 38, 70, 73, 77, 111, 113, 137

Index

District centres 10, 17, 25, 30, 35, 141, 144
Economic 9, 16, 19, 25–28, 36, 39–40, 44, 53–54, 63, 108, 116
Education 24, 47, 52, 56, 82, 86, 92, 114–116, 118–119, 122–124, 168
Employment 27, 30, 39, 67, 107, 115, 118
Enforcement 46, 85, 90
Environment 4, 9–11, 17, 20, 23, 26, 30, 35–36, 57–58, 61, 63, 75, 81, 85–86, 94, 100, 108, 117, 121, 123–124, 141, 177, 180, 183, 187–189
Environmental 30
Freight 10, 20–21, 39, 58, 97, 104, 108–111, 142, 179, 184, 191
GMPTA 10, 20, 28, 44, 59, 62, 64, 68, 107, 146, 156
GMPTE 12–13, 27, 29–31, 38, 42, 48, 53–54, 56, 61, 65, 68, 70, 72, 75, 77, 80–81, 87, 94, 100, 105, 108, 111, 118, 121, 126, 133, 147, 153, 155, 157
GMtif 10, 13, 15, 17, 37, 47–48, 105, 146
Health 4–5, 9–10, 12, 17, 23–24, 28–29, 31, 35–36, 39–41, 54, 56, 91, 94, 98, 111, 113, 115–116, 118, 122–124, 127, 131, 134, 140, 145, 149, 168, 172, 192
Highways Agency 7, 21, 41, 75, 89, 91, 94, 101, 107–108, 110, 140, 148–149, 189

Index

Home Zone 29, 48, 84, 145
Housing 16–17, 19, 27, 33, 98, 180
JETTS 20, 44, 54, 177, 190
Key centres 5, 12, 39, 129, 167, 171
Land use 4, 9, 16, 18, 23, 36, 41, 44, 109, 142, 179, 185
Lighting 10, 17, 24, 29, 57, 61–62, 65, 67, 74, 84, 103, 125, 127, 143, 145, 147, 161, 186
Light rail 6–7, 16, 64, 157
Local centres 5, 10, 25, 57, 109, 130, 144, 181–183
Local Link 17, 37–38, 70, 104, 106, 112, 114, 118
LTP2 4, 11–12, 17, 41, 43–46, 49, 54, 89, 91, 117, 128, 143, 151, 157–158, 166–167, 173
Maintenance 6, 10–11, 13, 16, 18, 20, 40, 43, 47–48, 50–51, 63, 65, 68, 97, 103, 129, 144, 149–151, 158, 160, 162, 164–165, 170, 174
Major scheme 13, 18, 20, 40, 43–44, 47, 53, 64, 141, 177, 181
Manchester 5, 7, 11, 16–17, 19, 24–25, 29, 41, 45, 53, 61, 64, 69, 80, 83–84, 92, 94, 97, 100, 106, 109, 113, 120, 130, 141, 165, 167, 177–178, 180, 182, 185, 187, 192
Manchester Airport 7, 16, 19, 27, 37, 40, 55, 63, 74, 79, 94, 107–108, 115, 134, 143, 146, 149, 167, 173
Metrolink 4, 10, 16–17, 19,

Index

25, 27–28, 37, 50, 52, 61, 63, 72–73, 75, 99, 107, 112, 135, 141, 146, 157, 168, 170, 173–174

MIDMAN 21

Monitoring 13, 29, 43, 45, 55, 91, 93, 105, 119, 129, 133, 167, 174

Motorway 7, 16–17, 20, 88, 110

MSIRR 35

Multi-Modal Studies 19

National Core Indicators 150, 167

National Cycle Network 17, 120, 130, 134

Neighbourhood Road Safety Initiative 13, 83, 92, 157

Nightbus 17, 27, 29, 69, 147

Night bus 24, 114

Noise 10, 97

NRSI 122, 124

Oldham 11, 16, 18, 25, 29, 35, 38, 51, 63, 84, 92, 95, 98, 100, 102–103, 106, 112, 115–116, 120, 122, 124, 129, 132, 160, 162, 164–165

Operators 45, 53–54, 59, 70, 72, 75–76, 94, 104, 108–109, 111–112, 122

Park and ride 11, 39, 59, 63, 66–67, 104

Parking 5, 10, 25, 39, 46, 52, 57–58, 60–62, 66–67, 80, 100–101, 124, 130, 141

Partnership 5, 11, 13, 16, 23–24, 28–31, 35, 39, 41, 45, 53–54, 60, 62, 70, 72, 75, 77, 81–83, 85–86, 88, 90, 94, 105, 107–108, 112, 114–115, 117, 123, 131, 138, 147

Pedestrian 10, 17, 25–26, 30–32, 35, 38, 57–58, 62, 73–74, 82, 84–85, 92, 95, 97, 107,

Index

112, 120, 124–125, 130, 135, 141–142, 147–148, 157, 168, 170
Pedestrian and Cycle Audit (COPECAT) 136
Police 10, 13, 62, 83, 89, 91, 108, 114, 122–123, 153
Publicity 29, 52, 82, 86–87, 91–92, 132, 134, 157
Public transport 25
QBC 17, 37, 43, 50, 53, 56, 58, 98, 131, 141, 146, 182
Rail 5, 10, 14, 16, 18, 20, 27–28, 37, 43, 52, 59, 69, 72, 75, 79, 99, 104, 106–108, 111–112, 141, 147, 168, 170, 173
Readycard 72
Real time passenger information 141, 146
Regeneration 5, 9, 13, 16, 18, 23, 26–27, 30–31, 33, 36, 45, 51, 55, 60, 63, 65, 68, 84–85, 92–93, 116, 131, 134, 140, 142, 148
Regional 5, 7, 10, 17–19, 23, 30, 40, 44, 54, 64, 92, 101, 115, 131, 137, 140, 158
Regional centre 4–5, 7, 9–12, 16, 19, 24–26, 28, 35, 44, 59, 63, 95, 111, 140, 167
Retaining walls 16, 18, 40
Revenue 6, 20, 27, 43, 47, 51, 82, 90, 118, 133, 154, 157, 161
Rights of Way 44, 140
Ring and Ride 38, 54, 70, 113
Road safety 4, 12–13, 18, 29, 40–41, 52, 82, 119, 127, 133, 145, 157, 170
Rochdale 16, 25, 28, 30, 45, 53, 55, 63–64, 92, 95, 98, 104, 123, 125, 130, 132, 160,

Index

RTPI 78
Rural 6–7, 10, 28, 39, 56, 61, 69–70, 73, 88, 103, 113, 154, 157
Safety 5, 9–13, 16–17, 25, 27–29, 32, 35, 44, 47–48, 52, 56, 58, 60, 65–66, 71, 79, 82, 98, 103, 114, 119, 124–125, 131, 140–141, 145, 147, 149, 165, 170
Salford 5, 7, 16–17, 19, 24–26, 28, 45, 53–54, 63, 67, 73, 84, 92, 95, 109, 118, 120, 130, 160, 162, 164–165, 180
Satisfaction 33, 53, 56, 59, 63, 70, 77, 126, 153, 156, 172, 174
School 4, 10, 17, 29, 35, 42, 45–46, 52, 83, 86, 103, 112, 114, 119, 128–129, 138, 142, 147, 169
Security 5, 12, 28–29, 84, 89, 114
SEMMMS 10, 16–17, 19, 44, 47, 49–50, 53, 56, 140, 192
Shared priorities 12, 18
Signing 32, 40, 62, 67, 86, 97, 103, 109–110, 142
Single Capital Pot 41, 48
Stockport 11, 18, 20, 25, 29, 35, 45, 51, 58, 63, 69, 73, 84, 92, 95, 97, 100, 104, 112, 120, 130, 140, 161, 163–165, 177, 181, 190, 192
Tameside 20, 25, 29, 33, 46, 50, 84, 88, 92, 98, 106, 120, 129, 132, 137, 142, 145, 161, 163–164, 166

Index

Target 5, 11, 17–18, 35, 39, 41, 43, 45, 48, 55, 58–59, 72, 77, 82, 88, 92–93, 99, 101, 103, 111, 119, 128, 131, 151, 155, 157–158, 161, 163–164, 167, 171
Taxi 29, 38, 56, 61, 68, 70, 73, 99, 104, 113, 188, 191
Tourism 24, 28, 80, 132
Traffic calming 24, 29, 82, 85, 88, 92, 97, 120, 124, 170
Traffic management 5, 10–11, 24–25, 27, 52, 56, 104, 109, 119, 124, 131, 148
Trafford 7, 16, 25, 29, 63, 84, 92, 95, 100, 110, 118, 132, 138, 161, 163, 166, 180, 191
Trans-Pennine Trail 104, 130, 138
Transport Infrastructure Fund 5, 10, 13, 15–16, 31, 47, 49, 105, 126, 146
Transport Innovation Fund 12, 64
Travel plan 4–5, 17, 35, 38–39, 42, 45, 80, 95, 99, 101–102, 117, 119, 125, 127–128, 133, 142, 168, 172
UTC 40, 109
Walking 5, 9, 14, 16–17, 19, 25, 29, 31, 36, 41–43, 45, 80–81, 95, 99, 101, 104–105, 116, 120, 123–125, 127, 136, 142–143, 147, 170, 172, 185, 188
Walking, 24
Wigan 7, 17, 25, 27, 29–30, 33, 35, 69, 84, 92, 95, 97, 100, 104–106, 109, 114, 130, 132, 146–148, 161, 163–164, 166, 177, 188
Yellow school bus 17, 35, 37, 95, 112, 121,

123, 126,
143, 147,
177