

Implementation programme 2001/02 – 2005/06

Chapter 9

9.1 Our five-year implementation programme reflects the agreed County-wide priorities for transport capital investment and is structured so as to foster synergy by combining transport schemes and integrating them with other development and regeneration initiatives. The programme has been prepared using a co-ordinated approach to focus resources where the needs are greatest and where the benefits to be gained will support, not only our transport objectives, but also our other social, economic, regeneration, environmental and health aspirations.



Our five-year implementation programme

9.2 The programme is presented here in terms of:

- *existing major transport schemes*
- *new major transport schemes*
- *integrated minor schemes*
- *Local Safety Schemes*
- *capital maintenance*
- *summary of five-year programme*

9.3 Continued development of the Metrolink system remains our top priority. This is seen as being the cornerstone of our transport strategy and an essential part of creating a high quality, fully integrated public transport network. The Metrolink extension to Eccles is now operational and the Government confirmed financial backing towards three of the remaining sections of the network in March 2000.

9.4 Our emerging fixed-track network and freight strategies describe our vision of how rail can best serve Greater Manchester and the region and these strategies have been prepared with the intention of informing the Shadow Strategic Rail Authority, Railtrack and the train operating companies. The strategies will form a basis for discussion with these organisations, which have substantial investment programmes for improvement of the rail network and train services. The Greater Manchester authorities remain committed to continued working with the rail industry to develop and progress investment programmes which will bring about significant improvements in the rail network and in passenger facilities. The five-year programme provides an indication of the likely level of resources that the Greater Manchester authorities would aim to direct towards rail improvements.

9.5 Our Quality Bus Corridors initiative has received widespread support. It remains a key component in the delivery of a high-quality public transport network and the five-year programme shows a continued commitment to the implementation of QBCs throughout the county. We aim to significantly accelerate the QBC programme by directing increased resources, combined with additional private sector contributions resulting from our Quality Bus Partnerships initiative. Of particular note is the Leigh/ Salford/ Manchester Quality Bus Route, which is highlighted separately within the programme as a major transport scheme.

9.6 In last year's transport capital expenditure settlement, the Government provisionally accepted the final section of the Manchester/Salford Inner Relief Route and the five-year programme shows continued expenditure on this scheme, the completion of which remains vital to our plans to regenerate the Regional Centre. The programme also includes a further seven new major transport schemes: Urban Traffic Control Block Replacement; Leigh-Salford-Manchester Guided Busway/Quality Bus Route; further Quality Bus Corridors; Cadishead Way, Stage 2; Wigan Integrated Transport Scheme; A57(T)/A628(T) Mottram to Tintwistle Bypass Local Road Element and the Metrolink Phase 1 Capacity Enhancement, which have all been assessed against our transport objectives. Full appraisals, setting out more detailed descriptions and scheme justifications, have been submitted separately to GONW for each of these schemes. Summarised descriptions are also provided later in this section for completeness.

Implementation programme

Table 9.1: Five year expenditure profile (£000's)

Scheme	2001/02	2002/03	2003/04	2004/05	2005/06	Total
Major Transport Schemes (Excluding QBCs)	15118	29951	18102	4887	5050	73108
Quality Bus Corridors	6551	16225	21868	17818	11758	74220
Local Safety Schemes	7065	7092	7020	6998	6944	35119
Capital Maintenance	28250	28200	28150	28130	28090	140820
Integrated Minor Works	16674	16993	16853	16705	16789	84014
Total	73658	98461	91993	74538	68631	407251

* Totals exclude Metrolink programme, the precise profile of which is, as yet, unknown.

9.7 The Greater Manchester authorities are working jointly to improve road safety, influence travel choice and maintain the integrity of our transport network. This strategy will enable us to take forward our minor works programme in a prioritised and co-ordinated manner, combining schemes with land use policies and demand management measures which are consistent with our social, economic and regeneration objectives. This approach will ensure that best possible use will be made of our resources to bring about the steady transformation of our transport system to one that will bring economic and environmental benefits and be sustainable, safe and accessible to all. As with last year's submission, it is our intention to develop a distribution mechanism to divide up the single blocks of credit approvals between authorities. We will inform GONW of the proposed mechanism in advance of the December 2000 settlement date, so that allocations can be awarded to individual authorities as appropriate.



Existing major transport schemes

Metrolink

9.8 The development of the Metrolink system is an essential part of creating a high quality and fully integrated public transport network. The first phase of Metrolink between Bury and Altrincham via Manchester City Centre has demonstrated its success in attracting users to public transport. It has proved to be particularly effective along corridors which have high passenger flows by offering a safe, frequent, reliable, attractive and fully accessible service. The first extension, to Salford Quays and Eccles, is now operational.

9.9 In March 2000 the Deputy Prime Minister announced up to £250 million of funding to extend the system to Oldham and Rochdale, Ashton-under-Lyne and Manchester Airport under a single contract. The line to Trafford Park will also be progressed under the single contract, subject to it being fully funded by the private sector. In addition, two other extensions for which GMPTA holds powers under the Transport and Work Act, the Lowry Spur and East Didsbury, will be included in the contract documentation. The private sector will be invited to bid for their construction.

Oldham and Rochdale

9.10 The Manchester-Oldham-Rochdale corridor runs through a densely developed area in the north east of Greater Manchester. Oldham and Rochdale town centres are important locations for commercial, shopping and leisure activities. Throughout the corridor there are significant regeneration opportunities.

9.11 The existing road network in this corridor has been gradually adapted to accommodate progressively higher traffic volumes. This has inevitably had an environmental cost, especially in the vicinity of the A62 between Manchester and Oldham. Despite increases in road capacity, traffic congestion is a serious problem at peak travel times.

9.12 Public transport in the corridor is dominated by buses. Whilst improvements to bus services are planned, buses operating in urban areas are less able to offer the attractive journey times for longer distance trips which have made Metrolink so successful.

9.13 The Metrolink extension involves converting the Oldham Loop rail line together with on-street sections which serve the centres of Oldham and Rochdale. The Loop line currently carries about 1.25 million passengers a year and under-performs due to a combination of poor line infrastructure, poor access to Oldham and Rochdale town centres and Manchester City Centre, low frequencies at most stops, unattractive rolling stock, poor reliability and poor interchange between bus and rail and the local and national rail networks.

9.14 This extension will offer high frequencies at all stops, better integration between bus and rail, and between the local and national rail network at Manchester Piccadilly Station, together with high levels of speed and comfort. Access to the line will be improved by locating stops closer to residential areas which will also assist in achieving our regeneration objectives. Complementary bus priority measures are also being planned.

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9.15 By 2001 the Oldham and Rochdale line is expected to attract approximately 10 million trips per year, including 2 million former car trips. Independent research estimates that Greater Manchester's GDP will increase by £100 million per annum and 2,750 jobs will be created.

Ashton-under-Lyne

9.16 The Manchester to Ashton-under-Lyne corridor was originally dominated by traditional manufacturing industries which were much reduced in the 1980s. This decline has inevitably led to relatively high unemployment. The corridor is now being regenerated, through the work of the New East Manchester Regeneration Agency and the Eastlands development, which includes the stadium for the 2002 Commonwealth Games, and by major development at the Ashton-under-Lyne end.

9.17 Rail services between Manchester Victoria and Wakefield, Manchester Piccadilly and Glossop/Hadfield, and Manchester Piccadilly–Marple skirt the northern and southern edges of the corridor. These services are well used for longer distance trips and provide important links to stations in Greenfield and Mossley. Metrolink, however, will fulfil the vital need for high frequency, quality public transport links from Ashton to destinations such as the Ashton Moss development area, Droylsden town centre, Eastlands and then into Manchester City Centre, and provide direct access to other parts of the Metrolink network. This is essential to secure the full benefits from regeneration along the corridor.

9.18 The two parallel radial roads in the corridor, Ashton Old Road and Ashton New Road, both suffer from peak period congestion. Both routes are important shopping and residential roads and the heavy traffic creates serious local environmental and road safety problems. Whilst frequent bus services operate on the corridor, journey times are unattractive for longer trips and interchange to the local and national rail network at Manchester Piccadilly Station is inconvenient.

9.19 Metrolink will operate on segregated tracks for roughly two-thirds of its alignment with a street-running section on Ashton New Road through Clayton and Droylsden. It will provide a safe, frequent, high capacity link between Manchester City Centre and Ashton-under-Lyne via the Eastlands stadium. By offering an attractive alternative to the car, it will enable the problems caused by excessive road traffic to be tackled. Because Metrolink will provide a frequent service with a short journey time, which penetrates Manchester City Centre whilst also serving Piccadilly Station, it will not suffer the limitations of existing bus and rail services. Complementary measures to improve bus services in the corridor will be developed on the parallel Ashton Old Road route. This extension is expected to attract approximately seven million trips per year by 2011 including 2.4 million former car trips.

Manchester Airport

9.20 This extension will serve Chorlton, Sale Moor and Northern Moor - all densely populated Manchester suburbs - and the southern part of the Manchester-Wythenshawe-Airport corridor. Wythenshawe is an area of predominantly public sector housing developed in the middle of the twentieth century by Manchester City Council. The township has a population of about 70,000 and a large regional hospital facility is located here. Manchester Airport is a large and rapidly growing trip destination and is committed to increasing access by modes other than the car to at least 25% by 2005. A new crossing of the Mersey Valley will link the Chorlton and Wythenshawe/Airport sections of the route, creating a new, exclusively public transport link.



9.21 The urban environment suffers from excessive road traffic. Despite substantial road building during the past thirty years, peak period traffic congestion is a particular problem in the Wythenshawe/Airport corridor, which forms the main long distance road access to Manchester from the south.

9.22 There is a dense network of bus services in the Wythenshawe/Airport corridor but individual services to Manchester City Centre are mostly infrequent. This is particularly so for services from Wythenshawe Hospital.

9.23 The extension leaves the existing system at Trafford Bar and follows a disused railway to Chorlton. It then crosses the Mersey Valley to reach Wythenshawe Hospital via Northern Moor. The line then diverges to approach Manchester Airport via either Davenport Green or Wythenshawe, forming a loop. There is extensive street running in Wythenshawe.

9.24 The Metrolink extension will provide a fast and frequent service from Wythenshawe and Chorlton to Manchester via Trafford Bar and will provide direct access to Wythenshawe Hospital. By serving the heart of Manchester City Centre, with direct access to the national rail network at Piccadilly Station, it will overcome the limitations of bus services in the corridor.

9.25 Access to Manchester Airport from the surrounding residential areas, where many of the Airport workers live, will be greatly improved. Metrolink will, therefore, provide an attractive alternative to the car, reducing traffic congestion and providing an essential feature of Manchester Airport plc's Ground Transport Plan, which includes a policy of limiting car parking for employees. The extension is expected to attract approximately eight million trips per year by 2011, including 1.8 million former car trips.

Trafford Park

9.26 This line, which branches off from the existing Salford Quays-Eccles line shortly after Pomona, links Manchester City Centre with the strategically important employment area at Trafford Park and the Trafford Centre regional shopping and leisure facility. Although a shuttle bus currently links the Trafford Centre to the Altrincham Metrolink line at Stretford, this does not serve other parts of the Trafford Park estate. The Wharfside area at the eastern side of the Estate (including the Imperial War Museum North, Manchester United Football Club and other major commercial development proposals) and the village area (containing the commercial and business service centre for the Estate) are particular locations that would benefit from improved public transport facilities. Patronage on this proposed extension is, as a result, expected to be substantial. It is considered that the scheme can be funded entirely by the private sector.

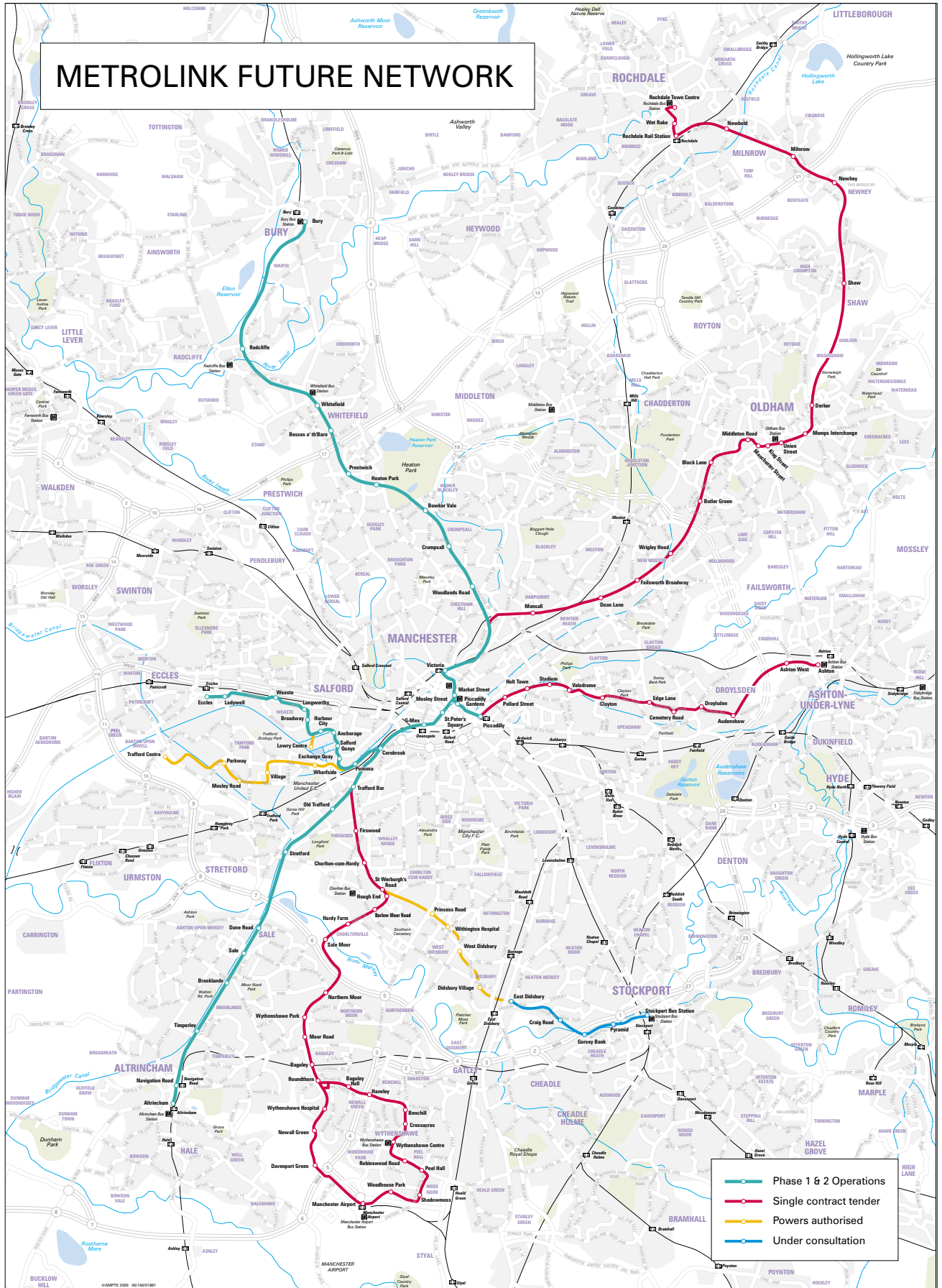
Lowry spur

9.27 This is a short spur off the Salford Quays to Eccles line, serving the new Lowry centre – a national millennium arts project – and adjacent developments. It will improve public transport access to the centre, particularly for disabled people. The construction cost of this line is now expected to be more affordable, given that the additional tram units required to operate the spur can be more easily accommodated within the overall fleet expansion provided as part of the single contract.

East Didsbury

9.28 Powers exist for an extension to East Didsbury. The proposed route branches off from the Airport line at Hough End, and runs along a disused railway alignment. A scheme to extend this line to Stockport, subject to obtaining Transport and Works Act powers, is currently under development, and has recently been subject to public consultation.

Figure 8: Proposed extensions to Metrolink Network



Manchester/Salford Inner Relief Route (Regent Road to Gore Street)

9.29 The Manchester/Salford Inner Relief Route (Regent Road to Gore Street) remains the County's most important and advanced major highway scheme. Last year, it was the only such scheme to be included in the Provisional LTP and, in its decision letter of December 1999, the Government provisionally accepted it for transport capital funding, subject to satisfactory completion of all statutory processes.

9.30 A principal aim of the scheme is to act as a stimulus for further sustainable regeneration of the Regional Centre. As a cornerstone of the City Centre transport strategy, it builds on the transport improvements introduced by the Manchester Millennium Masterplan. It will present further opportunities to enhance the environment of the Regional Centre by improving bus circulation, managing traffic in sensitive areas, extending pedestrian and cycling facilities and releasing capacity to accommodate increased numbers and more frequent Metrolink trams. Other key aims are:

- **to improve safety for all road users**
- **to assist regeneration of derelict industrial areas on the fringes of the Regional Centre**
- **to improve conditions in the commercial and business heart of the Region by removing unnecessary traffic whilst improving access to locations around the relief road**
- **to improve conditions for pedestrians, cyclists and disabled travellers within the City Centre**
- **to safeguard and improve the environment and minimise the adverse effects of traffic congestion in terms of noise, pollution and vibration**
- **to accommodate through traffic displaced from the City Centre**

9.31 The scheme will comprise 900 metres of dual two-lane carriageway between Manchester and Salford, completing the eight kilometres of Relief Route around the Regional Centre. It will cross the River Irwell on a new bridge and will pass under the Manchester-Liverpool railway line for which a new bridge has already been constructed. Cycle lanes will be provided along its entire length and pedestrian crossing facilities at all junctions.

9.32 Planning approval for the scheme was granted by both Manchester and Salford City Councils earlier this year and the necessary Compulsory Purchase, Side Roads and Bridging Orders are at an advanced stage. It is envisaged that any objections to these orders will be capable of being resolved and that a public inquiry into this scheme will not be required. Consequently, works are expected to commence on site early in 2001. The scheme will be open to traffic by July 2002, in time for the Commonwealth Games, with a view to full scheme completion, including the final junction arrangement at Irwell Street and the associated Railtrack works, by July 2003.

9.33 In addition to last year's LTP bid, a Private Finance Initiative (PFI) bid was also made in respect of this scheme. This method of funding, however, would incorporate a significant profit margin for the partners to the project. It is the view of both Manchester and Salford City Councils, therefore, that the PFI option must represent relatively poor value for money when compared to the traditional form of funding through the LTP system. In addition, following the PFI route would mean that the first phase of the scheme could not be built in time for the start of the Commonwealth Games. Consequently, the DETR has been informed that we wish to withdraw the PFI bid. A detailed evaluation of the most suitable method of funding the Inner Relief Route is currently being undertaken by independent consultants and a decision is expected from the DETR in due course.

Implementation programme

Table 9.2: Manchester/Salford Inner Relief Route (Regent Road to Gore Street)

(£000s)	Pre 2000/01	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	Total
Manchester/ Salford Inner Relief Route	229	3189	12777	10023	1274	75	0	27567

New major transport schemes

Urban Traffic Control Block Replacement Scheme

Total cost: £5.507 million
Start date: April 2001
Programme year: 1

9.34 The Greater Manchester authorities have agreed that this scheme is the county's top priority new major transport scheme. The scheme is for a major upgrade, expansion and renewal of the existing urban traffic control and traffic signal infrastructure. It is regarded by the authorities as the first stage in realising the vision of an integrated traffic control and management system.

9.35 Over the coming years, Greater Manchester's UTC system will be relied upon increasingly to manage traffic priorities through traffic signal control in support of the County's transport strategies. The system will need to balance priorities in the network in favour of public transport, pedestrians and cyclists. It will also require conversion from fixed time UTC to SCOOT, the provision of more bus detectors, and links to the extended Metrolink system. The system will also have to accommodate new control strategies relevant to the County's current transport objectives as they are developed. Other developments envisaged include;

- ***driver information using variable message signs***
- ***links between the UTC system and passenger transport information systems***
- ***roadside air quality monitoring linked to traffic control strategies***

9.36 Within Greater Manchester there are over 1800 traffic signal installations, approximately half at junctions and half at pedestrian crossing facilities. Of these, almost 1000 signals are connected to the urban traffic control centre. In addition to the traffic control computers, the centre is equipped with television monitors linked to 30 traffic surveillance cameras in Manchester and Salford, together with other monitoring and intervention facilities.



9.37 This system has been established over a five-year period and has provided an effective and flexible traffic management tool in support of the highway authorities' evolving transport objectives. The capacity of the highway network has been maximised through the efficient co-ordinated control of traffic whilst minimising the need for more environmentally intrusive road improvements. UTC has also maximised the opportunities for introducing facilities for pedestrians and cyclists at traffic signals or dedicated pedestrian / cycle facilities, and provides priority through the network for street running sections of the Manchester tram system. Through schemes such as the Quality Bus Corridors, the system is now starting to provide priority for buses over private traffic.

9.38 Whilst there has been some investment in upgrading the system in recent years, a large proportion of the UTC infrastructure remains more than 20 years old. The consequences of the ageing of equipment are:

- ***the capacity for expansion of SCOOT control in support of the QBCs and other schemes is severely restricted***
- ***the infrastructure cannot support modern pedestrian facilities for the visually impaired***
- ***equipment reliability is sub-standard and compromises road safety***

9.39 Modern dynamic traffic control (SCOOT) is possible at just one third of the sites currently under UTC, the remainder requiring the replacement of obsolete UTC communications equipment. Compared to fixed time UTC, which is still operating at the majority of sites, SCOOT can reduce congestion by varying signal timings automatically in response to fluctuations in flow. This improved efficiency can provide for the allocation of more green time for pedestrians and cyclists and more facilities to promote walking and cycling modes. SCOOT also provides facilities that can, when linked to bus detectors in the carriageway, give priority to buses, and relocate queues to favour public transport. This control strategy is an essential component of all the Quality Bus Corridor schemes.

9.40 Only one fifth of traffic signals at junctions currently have signalised pedestrian crossing facilities, but the County's emerging Walking Strategy seeks to increase provision to all sites where practical. For the visually impaired, tactile signals and audible warnings can only be installed as part of the pedestrian crossing facility if the controller is able to support them. At many sites the age of the controller rules out the introduction of these facilities, and replacement with modern equipment is required.

9.41 Currently there are over 200 signal installations with control equipment more than 20 years old. Equipment of this age is unreliable. The need for improvements in safety make the replacement of these controllers, already justified by the need for modern facilities, a very high priority.

Implementation programme



9.42 The proposed UTC Block Replacement Scheme will upgrade the UTC and traffic signal infrastructure to extend the scope of SCOOT, allow for the introduction of more pedestrian facilities and remove unreliable obsolete equipment. Specifically, the proposal includes;

- ***the introduction of two new SCOOT cells consisting of SCOOT processors and data transmission equipment for 300 sites in each cell. The two new cells will extend the capacity for SCOOT across the entire UTC- controlled network, with provision for expansion of UTC to new sites during the five-year LTP period***
- ***the introduction of communication circuits for new sites and to replace existing circuits that cannot support SCOOT***
- ***an upgrade of the control room including the replacement of obsolete CCTV communications equipment and the provision of a link between the camera systems operated by UTC and the city centre security team***
- ***the replacement of controllers more than 20 to 25 years old at junctions unaffected by programmed major schemes which incorporate the replacement of existing signal equipment. Safe, modern equipment will be introduced and where necessary cabling and signal heads will be renewed***

9.43 The estimated costs for the project are given in Table 9.3. The total cost for the five-year period of the LTP is £5.51million which consists of £1.76 million for the UTC upgrade and expansion and £3.75 million for the refurbishment of traffic signal installations. While the Block Replacement Scheme will create a platform for the expansion of SCOOT and bus priority, full implementation of these facilities will require the installation of SCOOT loops and bus detectors as part of major schemes such as the QBCs or local minor improvements.

Table 9.3: UTC Block Replacement Scheme costs

Item	£000s
Control Centre Upgrade (including new computers and communications equipment).	325
Telecommunications Circuits	495
Outstation Communications Equipment	660
Replacement Controllers and Associated Equipment	2950
Design Costs	576
Contingencies	501
Total	5507

9.44 Implementing the UTC infrastructure upgrade as a single clearly defined scheme will ensure that a platform for a modern SCOOT network is in place in readiness to support the introduction of bus priority and facilities for pedestrians and cyclists as part of projects such as the QBCs. There will also be economic advantages in the block purchase of equipment compared with a staged approach. In addition, the UTC framework will be modernised through a logical programme rather than on a basis driven by competing pressures which can be wasteful of resources. The major scheme approach in this bid provides for an efficient and cost effective solution.

Leigh-Salford-Manchester Guided Busway and Quality Bus Route

Total cost: £25.9 million*

Start date: 2002/03

Programme year: 2

* Including £3 million trunk road expenditure

9.45 This scheme aims to provide Leigh, a large town centre in the west of the Greater Manchester conurbation, with the benefits of a fixed track public transport system. It would provide a convenient and reliable public transport alternative to the car for journeys between Leigh and Manchester and serve a number of other communities along the route such as Tyldesley, Swinton and the Salford University area. The benefits of the scheme can be summarised as:

- **faster and more reliable bus journeys**
- **less car use and reduced traffic congestion**
- **environmental benefits**
- **social inclusion and economic benefits**

9.46 The proposal involves a 20 kilometre quality bus route between Leigh and Manchester City Centre, via Swinton. It will incorporate some eight kilometres of guided busway along disused railway line, four kilometres of widened carriageway on the A580(T) to provide dedicated bus lanes and further bus lane provision within the existing carriageway of the A580 to give comprehensive bus priority along the entire route. A Park and Ride site is proposed at the intersection of the M60 and A580 and the bus stop environment will be enhanced throughout, together with improved crossing facilities to ensure safe and convenient end-to-end journeys. Potential exists to combine this scheme with further Park and Ride facilities in connection with the local motorway network.

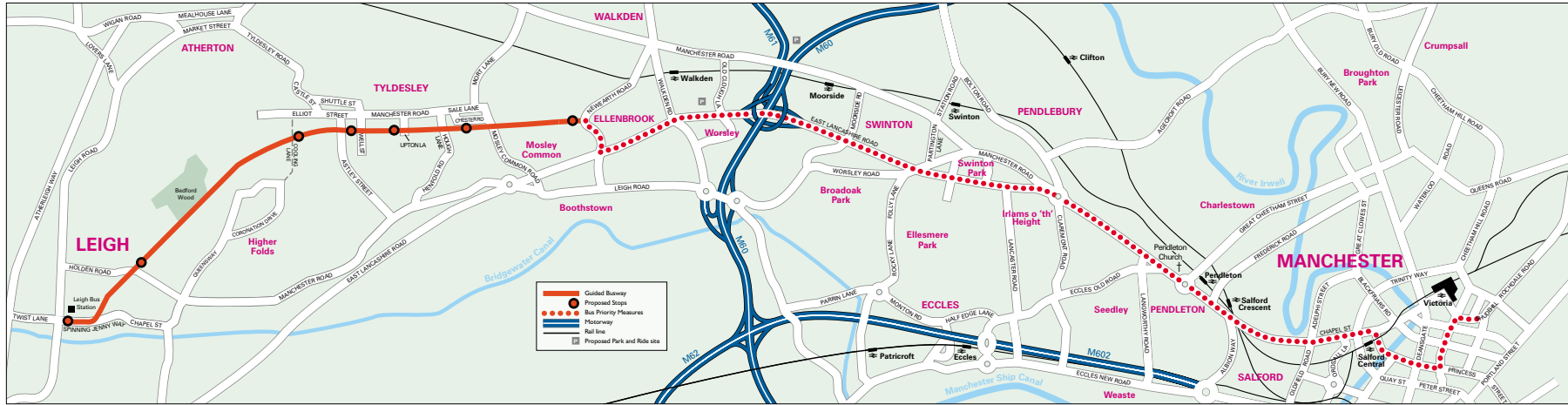
9.47 Currently, bus journey times from Leigh to Manchester during the morning peak period range from 50 to 70 minutes. It is estimated that, with this scheme, this time will be reduced to a reliable 40 minutes. There would also be significant time savings for the local bus services, eg. Leigh to Tyldesley buses currently take between 12 to 20 minutes, depending on the route they take. Using the proposed busway, this will reduce to seven or eight minutes.

9.48 Experience of the Metrolink system in Greater Manchester has shown that, if high quality public transport is provided, then people do use their cars less. With fewer cars on the road, traffic congestion is reduced and opportunities arise to improve conditions for all road users, including pedestrians and cyclists. Of the 1.3 million trips per year forecast to use the Leigh to Manchester Quality Bus Route, approximately 20% are expected to switch from car to public transport. These figures exclude any Park and Ride transfer.

9.49 Environmental benefits will arise from the predicted reduced level of car use. These include reduced energy needs, less air pollution, reduced traffic noise, fewer road traffic accidents and the opportunity to create better and safer pedestrian crossing facilities.

9.50 The scheme will improve the travel opportunities for those who do not have access to a car for work, shopping or leisure trips. The swifter public transport links will also improve the accessibility of existing town centres along the quality bus route and will enhance the viability of those centres as places for inward investment, leading to permanent job creation.

Figure 9: Leigh–Salford–Manchester Quality Bus Route





Cadishead Way (Brinell Drive to Salford City Boundary)

Total cost:	£19.72 million
Start date:	May 2002
Programme year:	2

9.51 The proposed scheme will form a 2.5 kilometre extension to Cadishead Way, Stage 1 to complete the bypass round Irlam and Cadishead. It will be constructed to a 9.3 metre wide single carriageway standard with local widening at junctions. One metre wide strips at the edge of carriageway will provide protection for cyclists and the scheme will also have a three metre-wide footway/cycleway on its northern side. The scheme is estimated to cost £19.72 million.

9.52 The prime objective of the scheme is to provide an alternative route to the existing length of A57 that currently runs through the centre of Cadishead. The new route will form part of the Primary Route Network to the south-west of the built-up area of Cadishead and would provide a more suitable route for industrial and commercial traffic. In particular, many hazardous loads generated by the petro-chemical industries to the south of the A57 will be re-routed along the new road. The scheme will provide the opportunity to enhance the environment along the A57 Liverpool Road corridor, much of which is residential in character, allowing community ties to be strengthened and the image of the area to be raised.

9.53 In terms of the objectives of the Greater Manchester Local Transport Plan, the scheme will:

- **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, improve 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 leisure, thereby reducing the need for travel by the local population and creating opportunities for a more sustainable community**
- **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**
- **manage the demand for car travel, since the scheme will provide no real savings in terms of vehicle journey time, but simply provide an alternative route for through traffic**
- **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 the Northbank Industrial Estate and the proposed Barton Strategic Employment Site**

Implementation programme

9.54 The 100 hectare site at Northbank Industrial Park is now approximately 80% developed, primarily comprising light industrial and warehousing businesses. Once complete, it is estimated that Northbank will provide a total of 3,000 jobs. The proposed Barton Strategic Employment Site lies between Eccles and Irlam, bounded by the A57 and the Manchester Ship Canal. It is a partnership venture between the North West Development Agency, Salford City Council and other land owners. This represents a development opportunity for the whole of the conurbation and is expected to comprise a mix of business, high technological industry and some warehousing uses. The completion of Cadishead Way will improve access to these two employment sites, thus increasing the efficiency of the existing companies in Northbank, and

increasing the attractiveness of both sites for prospective new companies, ensuring that the area continues to generate and sustain employment well into the new century.

9.55 The timetable for the construction of the scheme allows for a two year lead in time to complete public consultation, detailed design and all statutory procedures, including the completion of an environmental assessment, planning approval, classified roads, compulsory purchase and side roads orders. The earliest possible time for commencement of construction is May 2002, and a contract period of 18 months would then see the scheme completed by November 2003. A full scheme appraisal accompanies this LTP submission.

Figure 10: Cadishead Way Scheme





Wigan Integrated Transport Scheme

Total cost:	£9.5 million
Start date:	August 2002
Programme year:	2

9.56 The proposed scheme involves a privately funded Sub Regional Transport Interchange, the completion of the Town Centre Relief Route on the western side of Wigan Town Centre and the provision of a bus based Park and Ride facility at Robin Park.

9.57 The sub regional transport interchange (the Wigan Transport Hub) is a joint scheme between Wigan MBC, a private developer and GMPTA and has the support of the following partners:

- **North West Regional Assembly**
- **North West Development Agency**
- **Highways Agency**
- **Railtrack**
- **Government Office North West**
- **Wigan Borough Partnership**
- **Bus operators**

9.58 The Wigan Transport Hub is centred on the Wigan North Western and Wigan Wallgate railway stations. This proposal will encourage modal shift over a wide catchment area, including car-borne traffic on the M6 motorway destined for Manchester, Liverpool, Birmingham, London, South Coast and Scotland. It will also provide a Regional and Sub Regional bus/rail facility with feeder bus services connecting with local and long distance rail services. The Hub can, potentially, serve as a remote 'check-in' facility for Manchester Airport as part of the airport's plan to accommodate an increase in passengers to 40 million per annum by the year 2016. In total the proposal is expected to attract between £80 million and £100 million of private transport investment in Wigan, including partial completion of the A5225 Wigan–Westhoughton Bypass and a link road to Wigan Town Centre.

9.59 The completion of the Town Centre Relief Route will involve the construction of approximately 1 kilometre of single carriageway route, with bridges over the Leeds-Liverpool canal and under the Wigan-Southport railway line. The route will include cycle lanes along its full length and bus priority at both the 'Saddle junction' and the junction with Frog Lane. High quality pedestrian crossing facilities will be provided at junctions and other key locations along its length. Improvements will also be made at the entrance to the bus station from New Market Street

Implementation programme

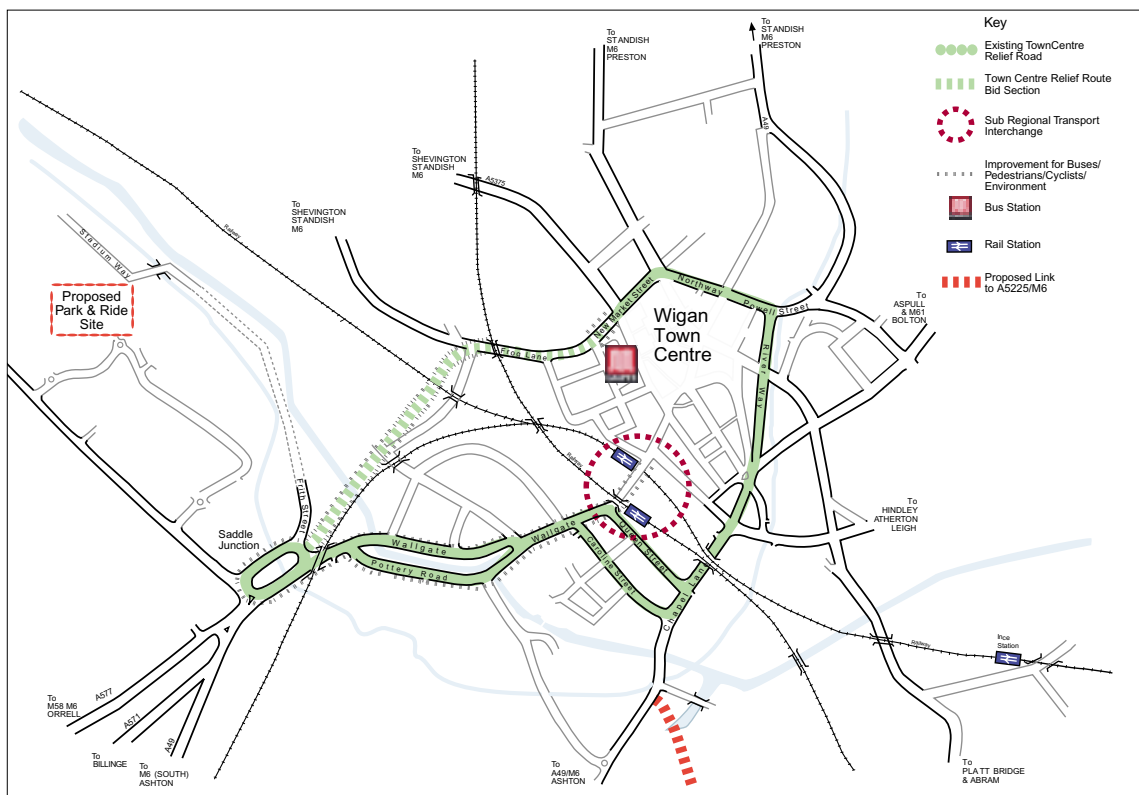
9.60 Its completion will reduce traffic volumes and road safety problems along A49 Wallgate and other routes on the south and east side of Wigan town centre. The scheme will reduce rat-running through residential and environmentally sensitive areas and improve access to the Wallgate, Miry Lane and Prescott Street Industrial Areas. The scheme will allow improvements to be made for pedestrians, cyclists and buses along Wallgate and within the town centre as part of Wigan Council's integrated transport strategy. Lower traffic volumes on town centre roads will reduce noise levels and pollution. In addition, the proposed scheme will improve access to Robin Park Retail and Leisure sites, the Wigan Pier Tourist Complex and a SRB6 bid area around Worsley Mesnes.

9.61 The proposed Park and Ride site at Robin Park will utilise some of the 2,500 existing spaces at the JJB Stadium and will reduce the number of vehicles travelling into the town centre along major routes from the south and west.

9.62 A two year lead time has been allowed for, to complete planning applications, compulsory purchase and side roads orders, and a local public inquiry. Work could therefore start on the Town Centre Relief Route and the Park and Ride site in August 2002, with a completion date of April 2004.

9.63 It is now estimated that the funding required, from public sources, to complete the Wigan Integrated Transport Scheme is £9.5 million. This represents an extremely attractive leverage ratio of Private/Public investment of about 10:1.

Figure 11: Wigan Integrated Transport Scheme (WITS)



Bury to Altrincham Metrolink capacity enhancement

Total cost: ***£7.0 million***
Start date: ***2002/03***
Programme year: ***2***

9.64 On the Bury and Altrincham lines, Metrolink often operates at or beyond its design capacity, with resultant crowding that causes discomfort and delay to passengers. This is inhibiting the scope for further growth on what is generally acknowledged to be the most successful modern light rail system operating in the country. During the recent round of public consultation on the proposed Local Transport Plan the issue of overcrowding on Metrolink was frequently raised by those directly affected. A key transport policy objective for both the Government and the Greater Manchester Authorities is the desire to make the best use of existing transport infrastructure. It is estimated that if the capacity were available, an additional 1.75 million passengers would be using the system by 2004.

9.65 The overcrowding is a clear sign that, certainly during the peak travel times, there is latent demand for the use of Metrolink along these routes. Passengers who would wish to use Metrolink are being discouraged away from the service, in favour of alternative means of travel, due to the discomfort and delay created by the existing lack of capacity. In this sense, Metrolink has become the victim of its own success.

9.66 This proposal addresses the current overcrowding on Metrolink through the use of new tram units, pre-ordered as part of the Metrolink 'single contract', to allow existing units to be taken out of service and a non-powered centre section added. This work is anticipated to start in 2002/03, and cost £7 million to provide a centre section to existing vehicles. These will each increase the capacity of existing units by approximately 50% from 210 to 300 passengers.

9.67 Higher capacity on the Bury and Altrincham lines will enable new stops and additional car parking to be provided, subject to planning considerations, which will increase the catchment area of these lines. The most promising of these are:

- ***new Shudehill stop in the City Centre***
- ***new stop at Buckley Wells, together with a 240 space car park***
- ***new stop at Sale Water Park, together with a 240 space car park***
- ***new stop at Abraham Moss***
- ***new stop at Queen's Road***
- ***provision of 150-space car park at Whitefield***



Implementation programme

9.68 Provision is being made to fund these improvements from GMPTA's minor works budget. However, they will only be worthwhile if additional vehicle capacity is provided to carry the additional passengers.

9.69 This proposal will provide many benefits. The capacity enhancement, together with the additional stops and park and ride facilities, will increase the quality of service provided and attract more passengers to Metrolink. This will reduce the demand for car travel and, hence, reduce traffic congestion along the routes between Altrincham, Manchester and Bury.

9.70 Manchester City Centre is being successfully regenerated, with many large development projects underway. The Metrolink system, which brings in large numbers of people to the city centre at low environmental cost, is essential to the continued renaissance of Manchester City Centre, ensuring that it maintains its status as the regional capital of the north west of England. The purchase of Metrolink centre sections will ensure that public transport capacity matches the increasing intensity of economic activity in the city centre. Phase 1 of Metrolink is also essential for feeding in trips to reach Salford Quays via the recently opened Metrolink extension. At present, peak period traffic on these lines is constrained by the capacity of Metrolink to bring passengers from the Bury and Altrincham corridors. If the problem is not addressed, the contribution of Metrolink to the regeneration of Salford Quays will be restricted. Regeneration initiatives in Bury and Altrincham town centres will also be assisted by the enhanced Metrolink capacity.

9.71 The extra capacity will enable Metrolink to provide accessible and environmentally sustainable transport to more people. At peak travel times, the level-access benefits that Metrolink offers to disabled, infirm, or encumbered passengers are offset by the cramped conditions inside the vehicles, which deter many of the passengers which it is particularly designed to attract. Whilst not eliminating the need to stand in peak periods, the provision of the centre sections is expected to substantially improve conditions inside the vehicles at busy periods.



9.72 By providing high capacity public transport into the heart of the City Centre, Metrolink enables road space to be reallocated away from cars. It will only be possible for this process to continue if the system continues to provide the capacity to meet demand. Metrolink has an excellent safety record. The improvement in peak travel conditions will encourage mode transfer from car to Metrolink, thus improving safety.

9.73 Metrolink is essential to the creation of an integrated public transport network for Greater Manchester, in which local bus services feed a core network of fast and frequent bus, rail, and Metrolink lines. To fulfil this role, it is essential that adequate capacity is available. The inner sections of the Bury and Altrincham Metrolink lines are disproportionately affected by crowding in the peak. It is in these areas that the potential of Metrolink to combat social exclusion is greatest.

9.74 It is clear that the existing Metrolink system has been a tremendous success and has assisted greatly in reducing the demand for car travel in Greater Manchester. The increased capacity provided by this proposal will capitalise on this success and ensure that the benefits to be gained from the Metrolink system are maximised, to the benefit of all.

Quality Bus Corridors (QBCs)

Total cost: £17.0 million
Start date: April 2003
Programme year: 3

9.75 The Quality Bus Corridor (QBC) project forms a part of the wider Integration Project for which Greater Manchester has been awarded Centre of Excellence for Public Transport status. The concept behind the QBC project involves the creation of a network of routes on which the features that have made Metrolink attractive to passengers are replicated for buses, as far as is practicable.

9.76 An Executive Delivery Group, with representatives from all of the Partner organisations, has been established to oversee the programming and delivery of the initiative, whilst an adjudication panel determines the allocation of resources (which are held by Trafford MBC as lead authority) on a scheme by scheme basis. The County-wide Quality Partnership Agreement sets out the general concept of the Quality Bus Corridors project, and more specific Quality Partnership Agreements are being developed for the individual corridors.

9.77 The main objectives of the QBC project are to:

- **reduce bus journey times to make them more competitive with the car**
- **reduce the variability of bus journey times and consequent reliability of services**
- **increase the comfort and convenience of bus travel for all users**
- **ensure that buses provide a real alternative to car use**
- **improve pedestrian and cycling facilities along the corridors**

Implementation programme



9.78 These measures in turn will lead to increased patronage and improved productivity of both buses and crews. This productivity increase can help to provide service enhancements which themselves will increase patronage, creating a virtuous circle of improvement in bus service and use.

9.79 Eight corridor schemes, which have been prioritised from the 16 QBCs within the identified network, are in the process of being developed and implemented. These schemes are being funded by ring-fencing a 25% top-slice of Greater Manchester minor works settlement specifically for this work. The top-slicing will also fund a number of individual site-specific bus priority enhancements and provide approximately £9 million as an initial funding stream towards the costs of the remaining corridors. The eight prioritised corridor schemes are:

- **Manchester/Eccles/Peel Green (A6/A576/A57)**
- **Leigh/Bolton (A579/A676)**
- **Manchester/Hazel Grove (A6)**
- **Lees/Oldham/Manchester (A669/A62)**
- **Rochdale/Oldham/Ashton-under-Lyne/Hyde (A671/A627)**
- **Bury/Salford/Manchester (A56/A665)**
- **Stalybridge/Ashton-under-Lyne/Manchester (A635/A6017/B6390)**
- **Hyde/Manchester (A57)**

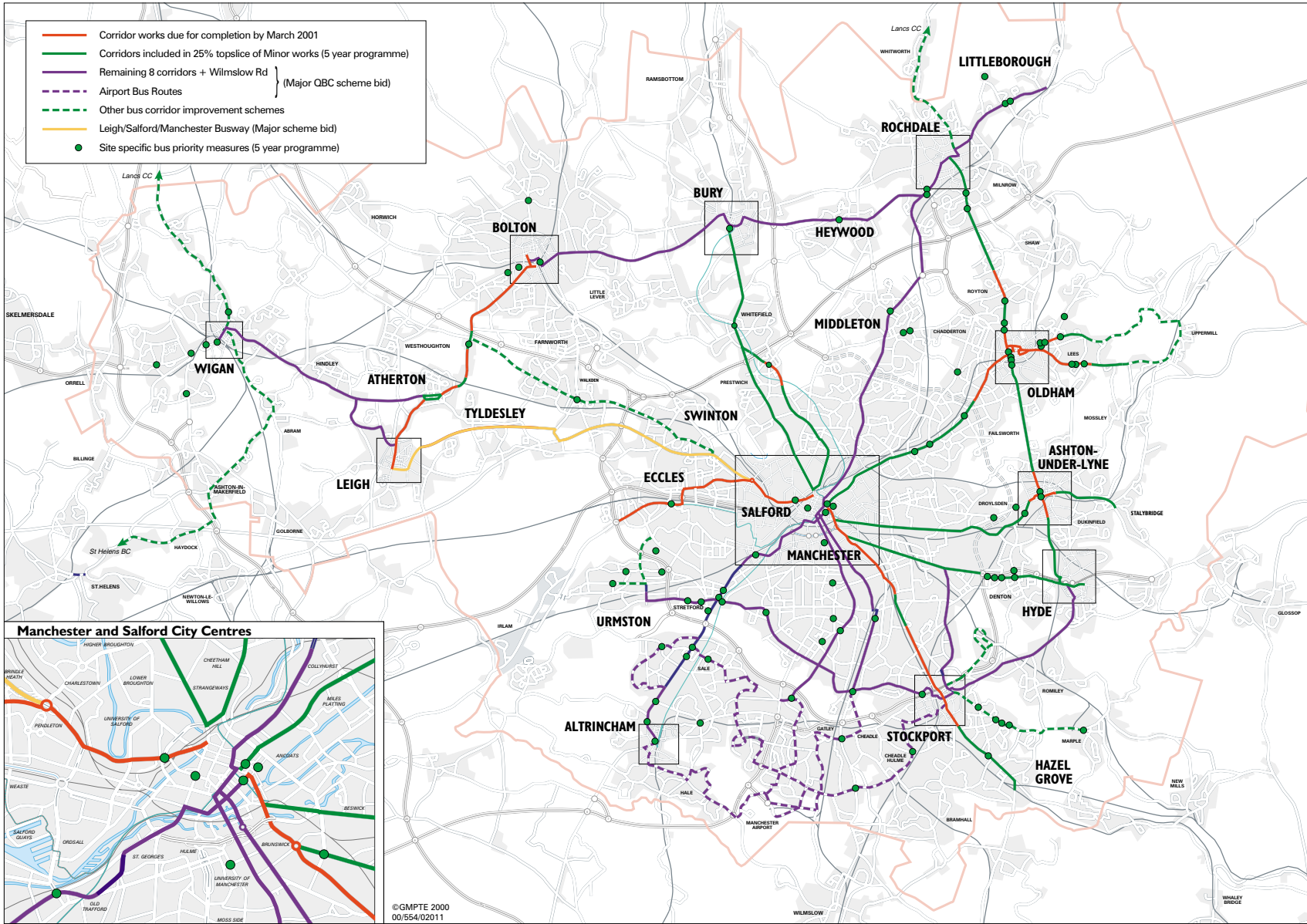
9.80 The cost of completing the eight remaining schemes, together with Wilmslow Road and specific works to assist bus services to and from Manchester Airport, is estimated at approximately £26 million. This figure, less the identified £9 million from the minor works top-slicing pot, leaves a shortfall of £17 million which is the subject of the major scheme bid.

The remaining eight schemes are:

- **Chester Road, Stretford (A56)**
- **Burnage/Manchester (A34)**
- **Rochdale/Middleton/Manchester (A664)**
- **Bolton/Bury/Rochdale/Littleborough (A58)**
- **Urmston/Stretford/Chorlton/Stockport (A5145/B5213)**
- **Hyde/Stockport (A560/B6104)**
- **Stockport/Reddish (B6167)**
- **Wigan/Leigh (A577)**

9.81 The bid for funding assumes and allows for external SRB, developer and bus operator contributions to offset the full cost of a number of the corridor schemes. The full Quality Bus Corridor network is shown opposite, with the major scheme elements separately identified. Those elements of the network which are expected to be completed by March 2001, are shown in red.

Figure 12: Quality Bus Corridor programme showing major scheme bid elements



Implementation programme

Related QBC measures

9.82 Wigan MBC, Lancashire County Council, GMPTE, Chorley Borough Council and bus operators are working in partnership to deliver a Quality Bus Corridor between Wigan and Chorley town centres. This work will complement the hospital travel plan being developed at the Royal Albert Edward Infirmary, a pioneering project involving the Wigan and Leigh NHS Trust, Wigan MBC, GMPTE and the Wigan and Bolton Health Authority.

9.83 Merseytravel, St Helens Borough Council, and Arriva North West are working in partnership to deliver a Quality Bus Corridor between Ashton-in-Makerfield and St Helens. This initiative includes: new low floor, easy access buses; high quality shelters; satellite tracking systems to keep passengers informed via real-time information at certain stops, "intelligent" traffic signals; bus priority lanes and low emission buses.

9.84 Greater Manchester Police support our Quality Bus Corridors and are prepared to take enforcement action when necessary. In due course, it is our intention to make use of camera technology to enforce bus lanes. Local authorities are at varying stages of planning to take on decriminalised parking enforcement powers, following Manchester City Council taking on powers in April 1999, with Bolton, Oldham, Salford and Trafford soon to follow suit.

9.85 It is important that QBCs are maintained to the highest standards. We are developing, within our County-wide strategies for highways maintenance, a commitment from local highway authorities and bus operators, to a standard form of maintenance agreement to cover QBCs. A working group has been established to take this forward.

9.86 We are undertaking, jointly with bus operators, comprehensive monitoring of the QBCs, in order to measure their impact. The results of this work will feed back into the performance indicators against which the LTP will be measured. We will carry out more detailed cost-benefit analyses on all of the routes, to identify benefits, ensure good value-for-money and to further inform our priorities. The data requirements have been developed and agreed in conjunction with GONW. A working group is developing this issue.



**Table 9.4: Quality Bus Corridors:
2001/02 to 2005/06 Minor works 'top-sliced' programme expenditure (£000's)**

Scheme	2001/02	2002/03	2003/04	2004/05	2005/06	Total
Manchester/Eccles/Peel Green (A6/A576/A57) (completed 2000/01)	-	-	-	-	-	-
Leigh/Bolton	1000	-	-	-	-	1000
Manchester/Hazel Grove (A6)	750	750	-	-	-	1500
Lees/Oldham/Manchester (A669/A62)	500	1000	500	-	-	2000
Rochdale/Oldham/Ashton-under-Lyne/Hyde (A671/A672)	500	500	2000	1400	500	4900
Bury/Salford/Manchester (A56/A665)	400	800	800	1000	200	3200
Stalybridge/Manchester (A635)	250	350	100	1000	700	2400
Hyde/Manchester (A57)	-	-	-	-	2000	2000
Second Phase – site-specific	1800	1800	500	500	1800	9000
Enhancements	180	180	180	180	180	900
General network – site specific	264	264	264	264	264	1320
Total	5644	5644	5644	5644	5644	28220

**Table 9.5: Quality Bus Corridors
2003/04 to 2005/06 programme – major scheme bid (£000's)**

Scheme	2003/04	2004/05	2005/06	Total
Chester Road (A56)	← 1200 →			1200
Burnage/Manchester (A34)	← 1500 →			1500
Rochdale/Middleton/ Manchester (A664)	← 2100 →			2100
Bolton/Bury/Rochdale/Littleborough (A58)	← 6200 →			6200
Urmston/Stretford/Chorlton/Stockport (A5145/A627)	← 3800 →			3800
Ashton-under-Lyne/Hyde/ Stockport (A560/B6014/A627)	← 2500 →			2500
Stockport/Reddish (B6167)	← 1200 →			1200
Wigan/Leigh (A577)	← 3000 →			3000
Wilmslow Road	← 2500 →			2500
Airport Routes	← 2000 →			2000
Less £9.0 million from minor works element				(9000)
Total	5700	5700	5600	17000

Implementation programme



A57(T)/ A628(T) Mottram to Tintwistle Bypass Local Road Element – The Glossop Spur

Total cost:	£7.18 million
Start date:	2004/05*
Programme year:	4

** linked to Highways Agency scheme start*

9.87 The Glossop Spur will add to the Highways Agency's proposed A57/A628 Mottram to Tintwistle Bypass by extending the link off their main east-west route beyond Mottram Moor through to Woolley Bridge. As a result, Hollingworth will be more effectively relieved of through-traffic, bus reliability will be better, and pedestrians and cyclists will be provided with a safer, more convenient and attractive environment.

9.88 The Longdendale villages of Mottram, Hollingworth and Tintwistle on the eastern edge of the Greater Manchester conurbation are dominated by traffic passing along the A57(T)/A628(T) trans-Pennine trunk road route and the A57 Manchester to Sheffield route via Glossop. These roads come together at Hollingworth and result in 36,000 vehicles per day passing through Mottram. The A628(T) in Hollingworth carries 15,000 vehicles per day with a significant 22% of them being heavy goods vehicles whilst the A57 Woolley Lane in Hollingworth carries 22,000 vehicles per day. Both roads are entirely unsuited to dealing with this volume and type of traffic and congestion occurs throughout the day. They are narrow with numerous junctions and fronted by residential properties, village shops and community buildings. The amount and type of traffic passing through the communities creates conflict with pedestrians, cyclists and local vehicular movements. Traffic causes residents to suffer loss of amenity in the form of severance, noise, vibration, air pollution, visual intrusion and danger. Buses passing along Mottram Moor and Woolley Lane to and from Glossop suffer extensive delays as they are caught up with this congestion. Whilst bus frequencies are not high, their unreliable and unpredictable journey times act as a deterrent to bus use at all times.

9.89 In the early 1990s the Government decided that a bypass of the three villages was the appropriate way forward to solving the problems in the area. The scheme is currently being revised in accordance with the Government's 'New Approach to Appraisal' to confirm that the bypass remains the best solution compared to the other transport possibilities. Subject to this assessment, and the views of the Regional Planning Conference, the target would be to publish Orders in Spring 2002. Initially, the Highways Agency included the Glossop Spur link in their proposals. However, on announcing their 'Preferred Route', they terminated the trunk road proposal at a roundabout junction on Mottram Moor and passed responsibility for the Glossop Spur to Tameside MBC and Derbyshire CC. They stated that they "will continue discussions with the Councils on the issue of local road links as the scheme is developed further". The Longdendale communities expect the trunk and local road elements to be advanced together.

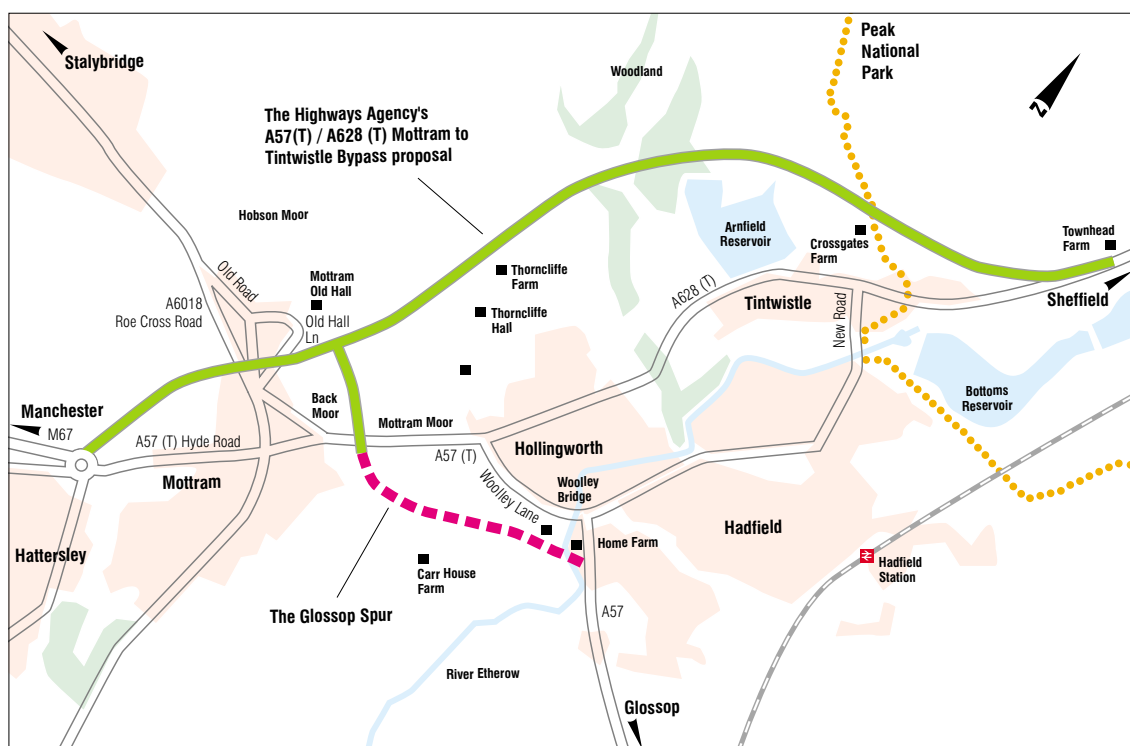
9.90 The 1.25 kilometre, single carriageway Glossop Spur is estimated to cost £7.18 million, all of which is being bid for by Greater Manchester, despite a short section being in Derbyshire. It will extend the Highways Agency's link off their main east-west bypass to Woolley Bridge by passing beneath Mottram Moor in a cutting rather than terminating there as in the Highways Agency's scheme. The main aims of the Glossop Spur scheme are as follows:

- **to provide a more complete solution to the environmental problems caused by traffic in Longdendale than is provided by the Highways Agency's bypass proposal alone**
- **to provide a scheme which is capable of being successfully blended into the surrounding landscape**
- **to reduce journey times on the local bus 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 relieved routes*
- *to assist in the regeneration of land in the High Peak district's Glossopdale SRB Area*

9.91 As joint promoters of the Glossop Spur scheme, Tameside MBC and Derbyshire CC intend to advance the detailed design so that the necessary dovetailing of the trunk and local road scheme implementation programmes can take place. The timetable for implementation of the Glossop Spur requires a parallel but separate set of orders to be prepared. If required, a Public Inquiry will need to be held into the Glossop Spur scheme. Beyond that, once the Secretary of State has confirmed the Orders, the necessary funding for the local road element would need to be in place in order to match the commitment of trunk road programme funding.

Figure 13: Mottram/Tintwistle Bypass and Glossop Spur



Implementation programme

Integrated minor schemes

Rail investment programme

9.92 GMPTA is looking to its rail industry partners to play their part in developing the local rail network through franchise replacement. The Authority's five year programme includes up to £5.29 million for funding contributions to station improvements. A small number of 'flagship' stations will undergo major improvement, to bring about a step change in quality for the passenger. The programme includes up to £6.4 million in funding contributions for a number of new stations and this is expected to be complemented by substantial private sector resources. In order to give the private sector maximum flexibility and be in a position to optimise private sector resources, specific locations for this investment have not been identified. Ten locations have been selected for early assessment: Baguley; Dewsnap; Diggle; Dobb Brow; Droylsden; Golborne; Park; Stepping Hill; Simpsons Corner and Slattocks. The last two have been brought forward specifically as park and ride stations.

Bus improvement schemes

9.93 In addition to the Quality Bus Corridors, the five-year programme includes up to £12.86 million for other schemes also aimed at improving facilities and the convenience and comfort of travelling by bus. These include the following (shown in Figure 2 on page 41):

- ***a contribution towards the funding of the Manchester Airport Transport Interchange***
- ***the remodelling or refurbishment of bus stations at Middleton, Wythenshawe and Hyde***
- ***remodelling of Altrincham Interchange***
- ***alterations to Rochdale bus station to facilitate Metrolink and improve the passenger waiting areas***
- ***programmes for minor bus station improvements, on-highway facilities and additional bus shelters***

Metrolink (Phase 1) schemes

9.94 The five-year programme includes up to £4.69 million for improvements to the former British Rail stations on the Altrincham and Bury lines. A programme of minor improvements will be jointly funded with the private sector. As on the rail network, a small number of 'flagship' stations will be improved to a higher standard. The major scheme bid for additional tram capacity will allow improvements to the accessibility of the network, in the form of additional stops. Up to £4 million is included as a funding contribution for a number of new stops.

Other public transport schemes

9.95 Other public transport measures (up to £8.35 million) will include:

- ***replacement of Ring and Ride vehicles***
- ***the continuation of the Integration Project***
- ***scheme development for the Stockport Metrolink extension and Leigh- Salford-Manchester Guided Busway/Quality Bus Route***

Regional Centre

9.96 The Regional Centre is of considerable importance to both the County and the Region as a whole. Its role continues to strengthen with significant expansion of the retail core following the re-opening of the bomb damaged area of the City Centre in November 1999. In addition, substantial redevelopment and new construction in other parts of the centre are generating a strong sense of renewal, as well as expanding its boundaries by way of high quality residential, hotel and leisure development in areas once considered to be on the periphery. The demand for City Centre living continues to exceed forecasts, giving rise to significant private sector activity in both building refurbishment and new build. Visitor numbers to Central Manchester remain high in all categories, and are rising rapidly in some, particularly shoppers, despite the competition from major out of town shopping venues within the Region.

9.97 The Regional Centre is unique in being able to meet these demands placed on it by providing a combination of excellent accessibility and penetration by all transport modes, with convenient internal circulation for all. This is combined with the provision of an attractive and vibrant environment which provides safe and attractive conditions for pedestrians, thus equipping the Regional Centre to capitalise on its considerable success and fully develop its potential for the future.

9.98 A robust transport strategy supports all those elements that make the Regional Centre successful both nationally and internationally, which include:

- *high levels of investment*
- *thriving commercial and corporate financial activity*
- *cultural creativity*
- *transport facilities and transport information*
- *sporting and entertainment facilities*
- *high quality education and health provision*

9.99 The pace of this development demands continued transport investment and additional infrastructure improvements. These include: sufficient secure and attractive parking; the construction of the proposed Shudehill Transport Interchange; and modern stations - exemplified by the proposals for Piccadilly bus and rail stations. The recent announcement of Government support for the further expansion of the Metrolink system is particularly welcome because of the quality of public transport services that it will secure. Together these facilities mean that public transport will be able to compete for a larger share of journeys to the Regional Centre.



Implementation programme

9.100 Manchester City Council and its public and private sector partners have invested considerable time, effort and money to develop an Integrated Transport Strategy for the City Centre, aimed at making Manchester City Centre as user friendly as possible with emphasis on:

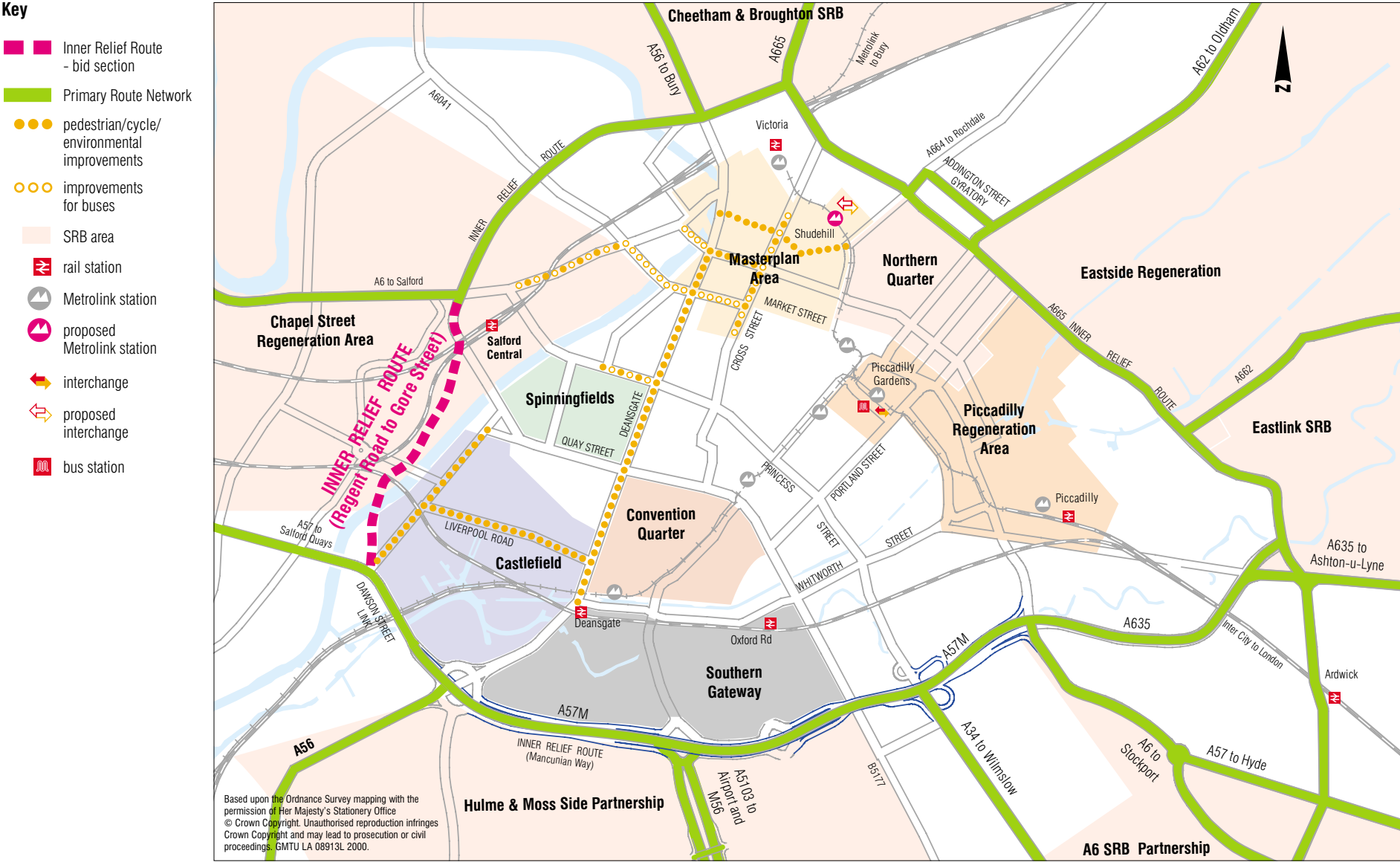
- *measures to ensure complete accessibility and permeability by all modes and users, including disabled people*
- *removing through traffic from the City Centre by completion of the Inner Relief Route*
- *providing sufficient quality, well signed, short stay car parking*
- *further encouraging the use of public transport – Metrolink, rail and bus – through the provision of high quality facilities and reliable services*
- *providing a safe and pleasant environment for pedestrians and cyclists*
- *introducing state of the art information services to public transport users and drivers, with the latter benefiting from real time information on traffic condition and car parking availability, supported by clear direction to the best suited car park for their needs*

9.101 The realisation of these transport objectives will be assisted by the recently established and externally chaired City Centre Management Company Ltd, a public/private partnership formed to actively manage the City Centre.

9.102 The completion of the Manchester/Salford Inner Relief Route is crucial to plans to remove through traffic from the City Centre, enabling environmental (including air quality), improvements, further enhancements for pedestrians and cyclists, easier access and additional on-street capacity for increased Metrolink services. Furthermore, the integration of transport and planning policies is of particular importance to the Regional Centre, as is the acknowledgement that certain transport issues which impact greatly on the Regional Centre, should be addressed at regional level.

9.103 In addition to the above, the City Council and Manchester Millennium Ltd (MML), have continued to implement the Transport Strategy approved by Government in 1997 as part of rebuilding the City Centre. This initiative followed the IRA bombing of Manchester City Centre in June 1996. As well as giving its approval to the winning Masterplan for rebuilding the bomb damaged area, the Government provided financial backing for both the rebuilding work and the development and implementation of an integrated transport strategy.

Figure 14: Regional Centre and Regeneration Areas



Implementation programme



9.104 Significant progress has been achieved with the implementation of this strategy, with the following key transport projects within MML's City Centre transport strategy being completed during 1999/2000:

- **Manchester/Salford Inner Relief Route – Regent Road to Chester Road (Stage II)**
- **Manchester/Salford Inner Relief Route – Addington Street Gyratory Scheme**
- **Manchester/Salford Inner Relief Route – Signing and Signalling Scheme**
- **Bus Priority measures (radial routes)**
- **Bus 'Super stop'**
- **Traffic management measures within the Millennium Quarter – schemes include:**
 - closing Fennel Street*
 - narrowing Cross Street/Corporation Street to assist pedestrians*
 - improving Hunts Bank to provide for two way traffic*
 - the Fennel Street/Corporation Street junction improvement (34% of the programme is presently complete)*
- **Traffic management measures outside the Millennium Quarter – schemes include:**
 - improving the Deansgate/Cateaton Street junction*
 - Corporation Street/Withy Grove junction improvement*
 - Shudehill/ Nicholas Croft junction (62% of programme complete)*

9.105 Funding for the City Centre integrated transport strategy currently remains as planned, at £23.92 million. Initially to be spent over three years, these resources were re-scheduled for expenditure over the four financial years 1997/98-2000/01. However, it is now expected that total expenditure on the transport strategy will not be achieved until the end of 2001/02, on the assumption that the proposed Transport Interchange at Shudehill will be approved by the Secretary of State – a decision is expected by mid-summer 2000 at the latest. The lack of any decision on this project, following a Public Inquiry in January 1999, has resulted in delayed expenditure on the Interchange works and related strategic projects, especially the Church Street contraflow bus scheme.

9.106 The proposed Transport Interchange at Shudehill and the contraflow scheme remain crucial components of the Transport Strategy for the City Centre. Currently the bus routeing strategy for the City Centre is entirely dependent on the existence of the bus station in Cannon Street, created in 1999 as a temporary measure pending the construction of the Transport Interchange. Development proposals for the Arndale Centre, expected to take place within the next three years, require the stopping up of Cannon Street so it is vitally important that the construction of the Interchange is not delayed any further. Construction of the Transport Interchange will also require the implementation of the following highway improvements as indicated previously and included in the City Centre Transport Strategy:

- **improvements to the junction of Dantzic Street and Miller Street**
- **improvements to Traffic Signals at the junction of Shudehill and Nicholas Croft**
- **improvements to the carriageway of Shudehill to assist buses turning (removal of adverse camber)**

Table 9.6: Manchester City Centre rebuilding programme – transport strategy expenditure profile 1997/98-2001/02 (£000s)

Projects	DETR resources – transport SCAs						Proposed ERDF support						Other funding	Total cost
	Year 1 1997/98	Year 2 1998/99	Year 3 1999/00	Year 4 2000/01	Year 5 2001/02	Total DETR	Year 1 1997/98	Year 2 1998/99	Year 3 1999/00	Year 4 2000/01	Year 5 2001/02	Total ERDF		
IRR strategy														
IRR Regent Road - Chester Road	6519	3909	753	821		12002								12002
IRR Addington Street gyratory	85	1383	383	31		1882								1882
IRR Water Street 'missing link'	16	46	40	40	0	142								142
Bus strategy														
New Metroshuttle buses	0	0	0	0	0	-							500	500
Bus 'super-stop'		7	7			14								14
Transport interchange	41	435	162	400	2862	3900					2000	2000	2991	8891
Cannon Street			133			133								133
Bus priority measures:														
Church St./Bridge St.	33	69	444	38	500	1084								1084
Radial routes/general measures/ bus quality partnership	33	398	96	40	35	602								602
Metrolink strategy														
Preparatory works	1	0	0	0	0	1								1
Shudehill/High Street stops	41	410	9	10	536	1006			92		158	250		1256
Traffic/Pedestrian management														
Variable Message Signing	4	116	1066	43	0	1229								1229
Pedestrian/cycle routes & signage	1	0	0	80	20	101								101
Traffic management measures:														
within Millennium Quarter	0	12	103	223	0	338								338
outside Millennium Quarter	3	115	343	125	150	736								736
Total projects	6775	6900	3540	1851	4104	23170			92		2158	2250	3491	28911
Management and delivery contribution	375	300	75	0		750								750
Grand total	7150	7200	3615	1851	4104	23920						2250	3491	29661

9.107 Table 9.6 above details the expenditure profile for the Manchester City Centre rebuilding programme's transport strategy. We expect to receive an extension of funding to 2001/02 to complete the works - subject to

planning procedures being completed. In line with the agreement with Government, it is important that separate ring-fenced resources are made available to complete the programme.

Implementation programme

9.108 In addition to re-scheduling funding to enable the completion of transport projects within the City Centre Transport Strategy in 2001/02, transport expenditure is needed to support wide scale redevelopment elsewhere in the City Centre, as follows:

Piccadilly Regeneration Area

This forms the eastern gateway to the City Centre. As the location of Manchester's main railway station, the hub of Greater Manchester's bus network and a Metrolink interchange, it is the place that provides many visitors with their first impressions of the City. The three key regeneration sites in the area - Piccadilly Gardens, Piccadilly Railway Station and the Canal Street Basin - will be the focus for private investment. Much of the public investment will concentrate on strengthening links both within the area and to key City Centre locations; assisting the safe east to west flow of pedestrians; increasing accessibility; and improving the environment. Work has already begun on the transport elements of the Piccadilly Gardens scheme. As part of the environmental upgrade of the area there will be a significant reduction in through traffic, providing the opportunity to improve protection for vulnerable road users. New and enhanced bus passenger facilities, better passenger information systems and a new travel shop will also be introduced. The Church Street contraflow bus scheme referred to above is an important second phase element of this scheme.

Northern Quarter

This is the area of the Regional Centre between the Manchester/Salford Inner Relief Route, Shudehill, High Street, Back Piccadilly and Dale Street Basin. A public/private/community partnership has emerged to regenerate this once busy retail area and develop it as a distinctive, creative quarter. Public sector achievements to date have concentrated on procuring investment in buildings and the local environment and strengthening links into and within the area. As a result, private investor confidence has been raised and the Council is entering into a partnership to redevelop the key Smithfield site for mixed retail, residential, commercial and leisure use. Transport infrastructure and environmental improvements are vital for the restoration of the area's vitality.

Convention Quarter

Major infrastructure improvements are taking place in this south-western quadrant of the Regional Centre. G-Mex, Bridgewater Hall and the Convention Centre together provide comprehensive conference and exhibition facilities which are supported by hotel accommodation, leisure and shopping facilities. Extensive improvements to pedestrian links within and to main City Centre attractions and transport interchanges, especially Metrolink and Deansgate Station, are the key to ensuring the area's accessibility.

● Spinningfields

Situated in the area of the Regional Centre lying between Deansgate and the River Irwell, this public/private sector initiative will bring about the redevelopment of a large area of central Manchester. The 22 acre mixed use scheme features major new office buildings together with a new City Magistrates' Court, a five star hotel, a new college for the Manchester College of Arts and Technology, residential developments, and new public streets and squares containing shops restaurants, bars and other leisure facilities. Transport investment will be needed to secure safe links, particularly for vulnerable road users, into and within the area.

● Castlefield

To the south west of the core of the Regional Centre lies the Country's first urban heritage park. Recent years have seen significant levels of investment which are set to continue. Whilst Castlefield is well positioned for access by a range of modes, there is a need for additional safe, legible routes into and through the area and improved pedestrian facilities to unlock further development opportunities. The success of Castlefield is now rippling through the St George's/Pomona area immediately to the south west of the Regional Centre.

● Retail/Office Core ('Masterplan area')

The appearance and economic vitality of this area have been substantially enhanced by public sector environmental and pedestrian improvement schemes, works in King Street and St Ann's Square, and the conversion/upgrading of existing properties for a variety of uses, including new high quality retail and leisure outlets by the private sector. Consolidation of the regionally significant role of this area will be achieved by the proposed environmental improvement scheme for Market Street, the expansion of the facilities provided by the Arndale Centre and new office, retail and residential proposals within the core area. Additional transport investment would enhance pedestrian facilities by widening and improving footpaths and providing better pedestrian connections.

● Southern Gateway

A draft regeneration strategy for this area on the southern fringe of the Regional Centre has recently been issued for consultation. Located adjacent to the Higher Education Precinct and Castlefield and on the direct link between the Princess Parkway Office Corridor and the Regional Core, it has the potential for a mix of uses including large floor space office development, and high standard residential, retail and leisure facilities incorporating quality green space. For the area's potential to be realised, new and improved links into and within the area, including for public transport, are needed.

9.109 These high profile projects demonstrate the determination of the City Council and its partners to build on the improvements and developments of the past four years, and represent the shared confidence in the continuing success of the City Centre. They represent a significant opportunity to further enhance the City's role as the Regional Centre by strengthening and adding value to its commercial, leisure, business and residential base. The improvements proposed in each area will create strong links between key parts of Centre that have been artificially divided over the years through changes in the economy, dereliction, poor transport infrastructure and car dependency.



Implementation programme



9.110 Measures to ensure that the transport infrastructure is fully able to support these major initiatives will improve safety for vulnerable road users and reduce the adverse impacts of vehicles within the Regional Centre and improve access to those areas on its periphery earmarked for regeneration. Schemes will include enhanced pedestrian and cycle facilities, quality pedestrian only areas, access improvements for disabled people, improved street lighting and pedestrian signage and mechanisms which ensure clear traffic direction and regulation. It will also be important to create safe pedestrian connections between attractions and to other parts of the City and transport interchanges.

The Salford Regional Centre area

9.111 The Regional Centre also encompasses the historic core of Salford where there is a need to exploit development opportunities and encourage new business and commercial activity. The Chapel Street Regeneration Strategy, prepared jointly by the City of Salford and English Partnerships, will bring forward economic and physical renewal of this area, and enhance its role within the Regional Centre. Key projects include the establishment of the Deva Centre and Chapel Wharf as high quality business areas, linked to Manchester City Centre by the award winning Trinity Bridge. The recent completion of the Inland Revenue regional office has brought over 1700 jobs to the area and a 170 bedroom, four star hotel is under construction, demonstrating renewed confidence in what was a run down part of the Regional Centre. Some residential development is also under construction, mainly in the form of flats providing accommodation within walking distance of the new job opportunities being created. The closure to through traffic of A6 Chapel Street, with access retained for buses and cyclists, will complement the strong pedestrian and public transport elements being introduced into the rebuilt City Centre. The redevelopment of the former Exchange Station is another major opportunity within the Regional Centre, which will be promoted with low standards of parking provision, due to the high level of public transport availability.

9.112 The improvement of public transport infrastructure and services are important elements of the regeneration strategy. The quality refurbishment of Salford Station and its immediate environs is a key objective to achieving high quality public transport services for the Regional Centre. A consultants report on behalf of GMPT, English Partnerships and Salford City Council has recently been prepared which sets out common objectives and suggests ways of achieving these. A further commission, aimed at producing a detailed programme of works, is soon to commence. From this, the relevant funding agencies will determine expenditure profiles for inclusion in their capital programmes.

9.113 In the Middlewood street area of Salford, to the west of the Regional Centre, large areas of land are vacant and under used, largely because of their historic industrial usage but also because of the poor road network in the area and poor links with the strategic road network. The completion of the Manchester/Salford Inner Relief Route, primarily to support the regeneration of the Regional Centre will create new development opportunities in these areas. A planning application for a major leisure facility has recently been approved, which, if constructed, will bring about improvements to the public transport infrastructure in the immediate vicinity, by way of a Section 106 agreement.

9.114 Over the next ten years the removal of more than 2000 long-stay car parking spaces in the Chapel Street area, through the development of sites, will also provide a stimulus to bring about a modal shift away from the private car. Lower standards of parking provision will be adopted for these developments on this major public transport corridor.

9.115 Our bid includes for advance design fees for the pedestrianisation of Chapel Street and local pedestrian and cycle measures to improve links between this area and the rest of the Regional Centre.

Partnerships for regeneration in Manchester

Manchester has eight major regeneration partnerships, seven are the product of the single regeneration budget (SRB) and the eighth – The Beacons Initiative – is a combination of the recent successful New Deal for Communities (NDC) and SRB 5 bids. For a number of these areas, including The Beacons Initiative, improving the local environment and transport infrastructure have been highlighted as important cornerstones of regeneration. Environmental and infrastructure upgrades not only raise the image of an area, they are vital components in health plans, community crime and safety initiatives and can provide safe and affordable travel choices, to help overcome exclusion from jobs and services.

To ensure that the maximum value is obtained from investment and that initiatives complement each other, the Council has set up a number of task groups with physical environment groups being given the responsibility for bringing forward cohesive area strategies. These groups combine a mix of skills covering land and transport planning, highway and traffic engineering, architecture and landscape and include local resident, business and emergency services (especially police) representatives. Extensive consultation is carried out within local communities using the SRB teams' strong community links, to determine the most appropriate solutions which are often procured through a funding partnerships on a combination of SRB, LTP other public, and private sector finance.

Town and district centres

9.116 As with the Regional Centre, our investment strategy for the town centres focuses on the creation of an environment in which people will want to work, shop, spend their leisure time and increasingly want to live. A number of our town centres have substantial regeneration projects, either underway or about to start. These projects need to be supported by a range of transport measures, such as:

- ***removing unnecessary traffic***
- ***creating traffic free and less polluted areas***
- ***policies to discriminate against long-stay car parking***
- ***improving public transport access and providing a more attractive and less polluted environment for pedestrians and cyclists***
- ***facilities to ensure people can move safely and freely around and have equal access to public transport and other services***

9.117 In Oldham, the Council has adopted a sustainable transport policy framework to guide town centre regeneration. Improvements to the capacity and safety of the interchanges along the town centre bypass, carried out within the approved major Oldham Way Improvement, have facilitated the removal of through traffic. The Council's "safe pedestrian environment", is a transport infrastructure project that will both extend the pedestrianised area and facilitate the movement of buses and the future Metrolink extension. The Central Area Townscape Initiative forms part of the adopted Action Plan to improve the environment and accessibility for pedestrians, and cyclists. Disabled visitors will also be assisted through the Action Plan's Promobility Scheme.

Implementation programme

9.118 The plan for Eccles is to provide an attractive pedestrianised town centre, with permitted access by bus, Metrolink or Hackney Carriage (via a new interchange), as well as facilities for cyclists and pedestrians. This will ensure good access to the heart of the town by means other than the car, particularly assisting disabled people (ample designated parking will also be provided) and the disadvantaged. Improved links between the rail station and the proposed interchange will be developed. Salford City Council will also pursue a shop-mobility scheme for Eccles. These improvements will be primarily funded through capital receipts, supplemented with LTP resources of approximately £0.300m.

Regeneration areas

9.119 Within the five year LTP, approximately £5.6 million of resources is being bid for in support of a number of economic and social regeneration programmes. The schemes included here aim to ensure that investment is focused and utilised to enhance these regeneration areas and that the new environments created will be compatible with, and complement, our countywide transport objectives. Details of these initiatives are given in the individual authorities' annexes.

Local Safety Schemes

9.120 The Greater Manchester authorities place a high priority on road safety and recognise the valuable contribution that small local safety improvements, route action and mass action schemes make to the overall Plan strategy. The programme of local safety schemes contained in this submission, totalling over £36 million over the five years, is designed to reflect the individual priorities of the districts whilst also achieving the aims of our strategy. If these schemes are implemented in their entirety they will contribute towards the aim in Greater Manchester to meet, or even surpass, the targets for casualty reduction set by Government in the National Road Safety Strategy, 'Tomorrow's Roads - Safer for Everyone'. In order to achieve such challenging targets we have earmarked almost a quarter of the integrated transport element of the bid to Local Safety Schemes.

9.121 In order to have confidence that the programme is achieving these targets it will be necessary to closely monitor the schemes so that their effect on casualties can be gauged. As in previous years this will be carried out at the county-wide level which will create two distinct advantages: it will allow us to monitor performance against targets in a consistent way, and it will enable us to develop a greater understanding of how the different types of scheme react in different environments.



Residential area initiatives

9.122 Across the county, we will develop a range of residential area initiatives, involving 20mph Zones, Home Zones and safer routes to school/ school travel plans. A total of £5.103 million is included within the five-year programme for this work.

9.123 Physical works have started in the Northmoor Home Zone, with the introduction of a gateway / speed management improvement at the main southern approach to the area. The Home Zone, covering an area containing 1400 – mainly terraced – dwellings, is being developed jointly with private sector partners and through extensive community participation. The scheme will bring widespread environmental and safety benefits to the area, to support regeneration.

Manchester's safer routes to schools project

This covers eight Manchester schools and is aiming to get more pupils walking and cycling to school. It has now run for two years and is completed in three schools, having been extended in the remaining schools, with a further three schools now being recruited.

During the two years, education packs have been developed with pupils and staff. These not only address the identification of infrastructure deficiencies, but also consider the health and environmental impacts of travel choices.

A theatre group has visited schools, competitions have been run for pupils, a web site created and road safety improvements have been made around and en route to schools. Where possible, these schemes are being incorporated into wider access strategies and facilities for pedestrians or cyclists which link

into other programmes for local safety, cycling, traffic calming and environmental improvement.

The extended pilot project will end in March 2001, after which it will be rolled out to schools across the City. Priorities will be based primarily on child casualties, but will also take account of the enthusiasm of schools and the existence of co-ordinated access, safety and environmental strategies within regeneration areas.

Even when engineering solutions are in place, the education packs will continue to be used in schools to reinforce the impacts that pupils' travel choices have on them and their environment. The link between safer routes to school and other area plans for health, safety and the environment will be exploited, with the opportunity to develop jointly funded packages being taken wherever possible.

Implementation programme

Improvements for disabled people

9.124 Facilities for the disabled are provided across a whole range of expenditure headings within this Local Transport Plan. The rail investment programme aims to improve accessibility at stations and, similarly improvements are planned at Metrolink stops on phase one of the network. The Quality Bus Corridors are designed to provide for the disabled, both at the stop environment and at signalised junctions that are being modernised to provide selective vehicle detection. Similarly the Quality Bus Partnerships will produce improved vehicle fleets to modern, compliant designs. Contained in the District Council's minor works elements of expenditure are programmes of work to convert existing crossing facilities on the highway network to meet their needs, in terms of both physical improvements such as dropped kerbs and tactile paving and equipment enhancement at signal controlled crossings. In total, over the five-year period, some £2.09 million is programmed from the integrated transport element of the plan.

Pedestrians

9.125 In line with the emerging Greater Manchester Walking Strategy, the five-year minor works programme includes approximately £4.5 million for continued provision of increased pedestrian crossing facilities at junctions throughout the County, and authorities such as Manchester, Oldham, Salford and Stockport are each committing a significant proportion of their programme to this initiative.

9.126 Oldham MBC plan to continue their rolling programme of Pelican/Puffin crossing provision and will target a high proportion of their maintenance revenue budget towards footway resurfacing. Improvements for pedestrians also form an integral part of most of our other initiatives, particularly in terms of safer routes to schools, home zones, QBCs and many of the town centre schemes.

Manchester's access strategy

The City Council has recently launched its Access Strategy which has as its vision "to make Manchester the most accessible city in Europe", with a key aim being to improve transport infrastructure. The Council is already working proactively to create a fully accessible City, starting in the Regional Centre, district and other centres and along key transport routes, and by ensuring that new developments take account of the needs of people whose mobility is impaired. It fully supports the development by the PTA of accessible public transport facilities include ring and ride and taxi vouchers which cater for people who have difficulty using conventional public transport. It also responds promptly to individual requests for local highway adaptations and ensures that any planned road improvement or maintenance works, and new building or redevelopment proposals, incorporate facilities for disabled people.



Cyclists

9.127 We will continue to implement cycling facilities throughout Greater Manchester, in line with our emerging countywide cycling strategy, and the five-year programme includes £3.569 million specifically for this. Further cycle measures will also be incorporated into the schemes included within the Quality Bus Corridors programme.

Decriminalised Parking Enforcement

9.128 Decriminalised Parking Enforcement (DPE) has been operating in Manchester since April 1999. The other authorities within the county have commissioned studies on the implications of DPE for their areas and are considering future actions. Bolton, for example, will take up powers in Autumn 2000, Trafford are aiming to do so from late Autumn 2000, Salford are on schedule for April 2001 and Oldham for September 2001. Bury are aiming to take up powers in October 2001 and the remaining four authorities are expected to follow suit in later years of the Plan.

9.129 Manchester City Council is acting as lead authority, following the establishment in 1999, of the National Parking Adjudication Service (NPAS) for all English (outside London) and Welsh local authorities who take up DPE powers. Birmingham, Hampshire, Kent, Neath/Port Talbot, Manchester and Winchester have formed a committee to oversee the establishment and future management of NPAS with other local authorities in England and Wales able to join when they assume DPE powers. New office accommodation will be needed for this service, and a bid of £0.2 million is included for the move to be made in 2002/3.

Primary Route Network re-signing

9.130 A comprehensive strategy for signing has now been prepared and it is estimated that the remaining signs required on the primary route network will cost £1.4 million to complete. Funding for this work will be top-sliced from the Minor Works allocations in 2001/02 and 2002/03.

Capital maintenance

9.131 The five-year programme for Greater Manchester includes £75.179 million for bridge assessment and strengthening and £65.641 million for maintenance of principal roads. Each authority will prioritise its expenditure on capital maintenance in line with the recent agreement made by AGMA. Details of specific schemes and maintenance proposals are contained within the supporting capital maintenance document, submitted to GONW under separate cover.

Summary of five-year programme

9.132 Table 9.7 overleaf summarises Greater Manchester's five-year transport capital programme. The table includes a line representing a further 20% of expenditure per year, to reflect increased local transport resources arising from the recent Comprehensive Spending Review (CSR). Details of how these additional resources would be utilised are included within each of the district annexes.

Implementation programme

Table 9.7: Five-year implementation programme expenditure (£000s)

Scheme type	2001/02	2002/03	2003/04	2004/05	2005/06
Major schemes: existing schemes*					
Manchester/Salford Inner Relief Route	12777	10023	1274	75	0
Other existing major schemes	73	0	0	0	0
Sub-total of existing schemes	12850	10023	1274	75	0
Major schemes: future schemes					
Urban Traffic Control Block Replacement	968	1278	1278	1170	813
Leigh/Salford/Manchester Quality Bus Route	0	10000	10000	5900	0
Quality Bus Corridors Major Scheme Bid	0	0	5700	5700	5600
Cadishhead Way Stage 2	100	11150	8050	369	30
Wigan Integrated Transport Scheme	1200	4000	4000	300	0
Mottram to Tintwistle Bypass – Glossop Spur	0	0	0	2973	4207
Metrolink Line 1 Capacity Enhancement	0	3500	3500	0	0
Sub-total of future major schemes	2268	29928	32528	16412	10650
Total for major schemes	15118	39951	33802	16487	10650
Integrated Minor Schemes					
Rail Investment Programme	1310	2075	1440	2165	2860
Bus priority (including QBC minor schemes)	5607	5281	5224	5274	5214
Metrolink (other)	1255	1275	1170	1005	1105
Other public transport schemes	2275	2035	3070	2555	1630
Regional Centre improvements	100	100	100	100	100
Town Centre improvements	1428	1347	913	988	1205
Regeneration initiatives	1097	1174	1192	1069	1044
Residential area initiatives (including SRTS)	960	990	1120	1000	1033
Improvements to assist people with disabilities	425	425	420	400	420
Pedestrian measures	1027	816	905	910	840
Cycle measures	550	621	776	806	816
Decriminalised Parking Enforcement	80	20	150	30	0
Primary Route Network re-signing	700	700	0	0	0
Other minor works	2643	2591	2773	2853	2912
Sub-total of integrated minor schemes	19457	19450	19253	19155	19179
Local Safety Schemes	5842	5869	5797	5775	5721
Capital maintenance					
Bridge assessment and strengthening	15691	15102	14502	15032	14852
Principal road structural maintenance	12559	13098	13648	13098	13238
Sub-total for capital maintenance	28250	28200	28150	28130	28090
Further minor works (including QBCs) and Local Safety Schemes	4991	4991	4991	4991	4991
Grand Totals	73650	98461	91993	74538	68631

* Totals exclude Metrolink programme, the precise profile of which is, as yet, unknown.

Revenue expenditure

9.133 Our revenue expenditure profile for 2000/01 is shown in Table 9.8. It reflects our commitment to managing and maintaining the vital asset that is our existing transport system. Each element has an important role to play in delivering and maintaining our vision for transport, contributing particularly to our aspirations for road safety, cycling, pedestrians and for improving conditions for disabled people.

Table 9.8: County-wide transport revenue expenditure

Expenditure type	2000/01 (£000s)
Highway structural maintenance	20590
Street lighting – maintenance	9820
Street lighting – energy	5889
Cyclic maintenance	16907
Winter maintenance	3854
Bridges/structures maintenance	1275
Traffic management and safety	2934
Urban Traffic Control	3556
Greater Manchester Transportation Unit	1138
Road safety education	1192
School Crossing Patrol service	3983
Car Parking	2997
Insurance/ compensation claims	9401
Concessionary fare support	42900
Subsidised bus services	7520
Schools bus services	7200
Metrolink	1230
Accessible transport	4340
Integration Project	2730
Rail – GMPTA/E support	60460
Passenger facilities	6080
Finance costs	30470
Other	6333
Total	252799

PFI schemes

9.134 In addition to the schemes within our transport capital programme, as described above, a number of authorities will also be exploring the scope for funding through the PFI initiative for a range of measures. These will be discussed with GONW in due course, as and when the proposals have been developed in detail.

Schemes on Trunk Roads

9.135 Stockport MBC and the Highways Agency are liaising over the de-trunking process and the Council expects sufficient funding to be made available when it becomes responsible for the maintenance of the roads concerned. The Council and the Highways Agency are jointly involved in the Quality Bus Corridor proposals on the A6, which will deliver benefits for bus users, pedestrians and cyclists on the Hazel Grove trunk road section. In addition, as part of the Council's policies, it is bidding for extra funds to improve bus facilities and cycle and pedestrian environments further along these corridors – to areas beyond the QBC, but served by the same buses – where additional pedestrian crossings and junction improvements have also been requested by local residents and the Council to reduce the severance caused by these roads.



Implementation programme

Table 9.9: Bid to Highways Agency 2001/02 (£000s)

Scheme	(£000s)
A6 Quality Bus Corridor Measures, Hazel Grove	260
Associated Bus Priority, Pedestrian and Cycle Measures A6 and A523	290
Total	550

9.136 In addition, part of the Leigh/Salford/Manchester Quality Bus Corridor major scheme will utilise what is currently the A580(T) trunk road. In due course, the partners in this scheme – Salford City Council and GMPTA – will wish to discuss with the Highways Agency the implementation of this scheme in connection with the detrunking process.

Civilising Cities

9.137 As part of the Civilising Cities initiatives, a joint project between Stockport MBC and Stockport Health Authority is underway to look at the direct and indirect benefits that sustainable transport initiatives have on health and green space issues. Work has commenced on identifying the areas of study and appropriate monitoring measures. Local consultation in the area is due to commence in the autumn of 2000. The LTP bid includes £400,000 for this programme in each of 2000/01 and 2001/02. Further details of this expenditure may be found in Stockport's annex in Part III.