

TRANSPORT AND WORKS ACT 1992
THE GREATER MANCHESTER (LEIGH BUSWAY) ORDER
PART OF THE LEIGH, SALFORD MANCHESTER QUALITY BUS CORRIDOR

STATEMENT OF CASE ON BEHALF OF THE PROMOTER
GMPTE

MAY 2002

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1 INTRODUCTION

1.1 REASONS FOR PROMOTING THE ORDER

1.1.1 This application seeks powers to construct and operate a guided Busway between Leigh and Ellenbrook. This will be part of the Leigh-Salford-Manchester Quality Bus Corridor (QBC) - the rest of which will comprise on highway bus lanes and priority for buses at certain traffic signals between Ellenbrook and central Manchester, together with a park and ride site.

1.1.2 The remainder of the route is covered by complementary applications for the necessary powers to complete the on highway section and the park and ride site. These are applications for:

- Traffic Regulation Orders for the A580 Trunk Road section - to be made to the Secretary of State for Transport Local Government and the Regions under Highways Agency procedures.
- Traffic Regulation Orders for the non-trunk section of the A580 - to be made to Salford City Council as Highway Authority.
- Planning permission for highway improvements - made to Salford City Council as Planning Authority on 7 February 2002.
- Planning permissions for the park and ride site - made to Salford City Council as Planning Authority on 7 February 2002.

1.1.3 The principal reason for promoting the QBC is to provide new high quality bus services linking Leigh, Tyldesley, Ellenbrook, Salford and Manchester. This will be part of an integrated multi-modal network that is being developed for Greater Manchester as a whole, comprising Quality Bus Corridors, Metrolink and local rail lines. This is a key part of the Greater Manchester transport strategy - promoted by all ten District Councils and the Passenger Transport Authority. This is now contained in the Greater Manchester Local Transport Plan (GMPTE.A20). The plan and the strategy have been endorsed by central government in their formal Decision Letters (GMPTE.A21).

1.1.4 Improving public transport in this way seeks to achieve wider economic, social and environmental objectives that will benefit the community as a whole. In particular, improved public transport in the Leigh-Salford-Manchester corridor will lead to an increase in economic activity in the areas that it will serve and give easier and quicker access by public transport, to a wide range of job opportunities for those living there. The long-term result should be to strengthen the local economies of these areas and ultimately of

Greater Manchester as a whole. These wider, indirect, benefits are also important reasons for promoting the QBC and this Order.

- 1.1.5 The economic and financial case for the QBC as a whole has been examined by the Department of Transport Local Government and the Regions, which has accepted that it meets the government's criteria for public funding of the expenditure. In consequence the Department has agreed to GMPTE submitting this application and, in principle, to fund it if the applications for powers are granted.

1.2 OBJECTIVES OF THE PROPOSED QUALITY BUS CORRIDOR

- 1.2.1 The specific objectives of the Leigh-Salford-Manchester Quality Bus Corridor are to:

- Provide a high quality public transport link between Leigh and Manchester via Tyldesley, Ellenbrook, the A580 road and Salford
- Improve public transport between Leigh, the other areas served and the rest of the conurbation by improving access to the local, regional and national public transport systems
- Help overcome the constraint that existing public transport presents to the area of search for jobs and training for those living in the areas that will be served who are without their own transport
- Stimulate inward investment in the areas that it will serve
- Contribute to greater social inclusion in the areas served
- Moderate the impacts of the rising demand for car travel by providing better quality public transport that will help keep existing passengers on public transport instead of switching to the car. This will also attract some existing car users to public transport
- Support the further development of Leigh as a commercial and business centre within Greater Manchester.

- 1.2.2 These objectives, as Section 3, sets out, are summarised from the wider economic, social and transport objectives in the Greater Manchester Local Transport Plan (GMPTE.A20). This is developing an integrated, high quality public transport system for the whole area. Achievement of these objectives would be compromised if the Leigh-Salford-Manchester QBC is not built as, amongst other things, it creates a new strategic link in the public transport network.

1.3 SUMMARY OF STATEMENT OF CASE

- 1.3.1 Sections 2 sets out the details of the Application and the Applicant - the Greater Manchester Passenger Transport Executive.
- 1.3.2 Section 3 describes the development of the transport policies for Greater Manchester - which provide the policy framework in which the proposed scheme has been developed and the Application has been made.
- 1.3.2 Section 4 then sets out the specific proposal for the Leigh-Salford-Manchester Quality Bus Corridor, setting it in the context of the quality bus corridor concept, the area that it would serve and the existing public transport services in the area. It also examines the development of the scheme and of the guided bus principle, and the alternatives that have been considered. Finally, it summarises the results of the public consultation exercises that have been carried out.
- 1.3.3 Section 5 describes the route of the proposed Quality Bus Corridor in more detail, covering both the proposed segregated guided Busway section and the on highway bus priority part of the route. The proposed park and ride sites are also considered.
- 1.3.4 The economic appraisal that has been carried out to get DTLR approval to submit this application is described in Section 6. This shows that the scheme has a surplus of monetary benefits over costs. In allowing this Application to go ahead, the Department has accepted that it meets the current criteria for central government funding as a major scheme.
- 1.3.5 Section 7 deals with a number of issues concerning the operation of the services on the proposed QBC and the ways in which GMPTE would procure the services.
- 1.3.6 Section 8 summarises the Environmental Statement and covers the environmental impacts of the proposed scheme.
- 1.3.7 Section 9 then looks at the other impacts and benefits of the proposed scheme, including those on public transport users, highway users, pedestrians, horse riders and cyclists. It also summarises the impacts on safety and security, economic regeneration and social inclusion. It concludes with a summary of the ways in which the scheme would help to attain the policy objectives that are part of the Greater Manchester transport policies described in Section 3.
- 1.3.8 Section 10 then sets the proposed scheme in a broader policy context. This covers regional and national transport policies, the planning policies of the two local authorities concerned, regional and national planning and regeneration policies, and relevant European Union policies.

- 1.3.9 Section 11 summarises issues relating to property and compensation.
- 1.3.10 Section 12 considers in detail the construction of the proposed Quality Bus Corridor and GMPTE's policies for public liaison during the construction process.
- 1.3.11 Finally, Section 13 considers issues raised in objections to the Order application.

2 THE APPLICANT AND THE APPLICATION

2.1 THE APPLICANT - THE GREATER MANCHESTER PASSENGER TRANSPORT EXECUTIVE - GMPTE

- 2.1.1 GMPTE is the promoter of this application. It is the Passenger Transport Executive for Greater Manchester, established under the Transport Act 1968 (GMPTE.C1). GMPTE is responsible for implementing the policies of the Greater Manchester Passenger Transport Authority whose powers and constitution are described below. The Authority appoints directors of the Executive, which is also responsible for funding the activities of GMPTE.
- 2.1.2 The general framework for the establishment of Passenger Transport Authorities and Executives is the Transport Act 1968 ("the 1968 Act") (GMPTE.C1). The 1968 Act, as amended, in particular by the Transport Act 1985 (GMPTE.C2), lays down the general functions of Passenger Transport Executives and sets out their powers.
- 2.1.3 GMPTE was one of the first Passenger Transport Executives to be established - by the South East Lancashire and North East Cheshire Passenger Transport (Designation) Order 1969 (GMPTE.C3) and was, until April 1974 known as Selnecc PTE. On 1 April 1974, following the boundary changes brought about by the Local Government Act 1972 (GMPTE.C4), the Passenger Transport Area covered by Selnecc was changed to the County of Greater Manchester and Selnecc PTE became Greater Manchester PTE. Its legal identity, function and powers remained unchanged until the Transport Act 1985 redefined its powers and duties.
- 2.1.4 GMPTE's prime function is set out in Section 9 (A) of the 1968 Act. This is:

"..... to secure the provision of such public passenger transport services as they consider it appropriate to secure for meeting any public transport requirements within their area in accordance with policies formulated by the (Passenger Transport) Authority."
- 2.1.5 The general powers of GMPTE are set out in Section 10 of the 1968 Act. Section 10 also provides GMPTE with powers to promote and oppose bills in Parliament, subject to the approval of the Authority. GMPTE obtained a number of Acts of Parliament for building the Metrolink light rapid transit system under this power.
- 2.1.6 Section 20 of the Transport and Works Act 1992 (GMPTE.C5) provides that a body that has the power to promote or oppose bills in Parliament shall also have the power to apply for or object to Orders under Sections 1 and 3 of that Act. GMPTE therefore has an explicit power to apply for an Order relating to a Railway, Tramway, Trolley Vehicle or other guided transport systems. This

power remains subject to receiving the approval of the Authority. The Authority approved the submission of this application on 22 June 2001 (GMPTE.A6).

2.2 THE GREATER MANCHESTER PASSENGER TRANSPORT AUTHORITY

2.2.1 The Authority was established in its current form by the Local Government Act 1985 (GMPTE.C6). It inherited the passenger transport functions previously carried out by the Greater Manchester County Council, which was abolished on 31 March 1986. The Authority comprises 33 councillors appointed by each of the ten District Councils within Greater Manchester. It sets the policy framework within which GMPTE operates.

2.2.2 The functions of the Authority are set out in Section 9(A) of the 1968 Act which states:

"it shall be the duty of the Authority for any Passenger Transport area to formulate from time to time general policies with respect to the description of public passenger transport services they consider it appropriate for the Executive for their area to secure for the purpose of meeting any public transport requirements within their area, which in the view of the Authority would not be met apart from any action taken by the Executive for that purpose."

2.2.3 Part II of the Transport Act 2000 (GMPTE.C7) designated the Authority as the Local Transport Authority (LTA) for its area. This added a significant new duty to:

- “(a) develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within their area, and
- (b) carry out their functions so as to implement those policies."

2.2.4 As Local Transport Authority, the Authority is responsible, jointly with the District Councils in its area, for producing a Local Transport Plan (GMPTE.A20). Many of its other functions have to be carried out jointly with the District Councils.

2.2.5 These duties are discharged in a number of ways. The Authority funds and GMPTE secures the provision of a range of transport services which are not being provided by the commercial market. These include:

- Non-commercial bus services that are needed to give people access to the public transport network and to local and regional facilities. This assists with social inclusion and economic development objectives and contribute to reducing car travel. The services are provided under contract to GMPTE by private bus companies - selected after a competitive bidding process.
- A network of local rail services provided by franchises let by the Strategic Rail Authority under the Railways Act 1993 (GMPTE.C8).
- The Metrolink tram system. This is owned by GMPTE and operated by a private sector company under a franchise agreement.
- Information on all public transport services.
- Infrastructure for bus services including bus stops, shelters and bus stations.
- Public transport services for the mobility impaired.
- Reduced price travel concessions for the elderly, mobility impaired and children.
- Park and Ride facilities and new railway stations.
- Planning of and investment in public transport infrastructure. This includes the Quality Bus Corridor network and the expansion of the Metrolink network - both of which are presently under way.

2.2.6 Authority policy to improve the public transport network in all parts of Greater Manchester, which is endorsed and supported by all District Councils, led to the development of the proposals in this application and the Leigh-Salford-Manchester Quality Bus Corridor as a whole.

2.3 THE APPLICATION

Legislative Context

2.3.1 Until 1 January 1994, statutory authorisation of major light rapid transit and other guided transport systems had to be sought by application for a Private Act of Parliament. From that date, the Transport and Works Act 1992 (GMPTE.C5) provided a new order-making procedure for the authorisation of such projects and precludes proceeding by way of a Private Act of Parliament. The procedure now involves application to the Secretary of State

for Transport, Local Government and the Regions for a Transport and Works Act Order in accordance with the requirements of the Transport and Works (Applications and Objections Procedure) Rules 2000 ("the AOP Rules") (GMPTE.C9). It also includes provision for a public local inquiry prior to the determination of the application. This is held in accordance with the Transport and Works (Inquiries Procedure) Rules 1992, ("the IP Rules") (GMPTE.C10). This procedure governs this application.

Documentation

2.3.2 The documentation submitted with GMPTE's applications to the Secretary of State on 31 January 2002 (which was also made available for public inspection on that day) comprised:

Order, Application and Miscellaneous Documents comprising:

- 1 Letter of application (GMPTE.A1).
- 2 Draft order (GMPTE.A2).
- 3 Explanatory memorandum (GMPTE.A3).
- 4 Planning request (GMPTE.A4).
- 5 Declaration as to status of applicant (GMPTE.A5).
- 6 Resolution of the Greater Manchester Passenger Transport Authority (GMPTE.A6).
- 7 Evidence by affidavit of compliance with Rule 5 of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2000 (GMPTE.A7).
- 8 List of consents permissions or licences required under other enactments (GMPTE.A8).
- 9 An estimate of the costs of implementing the proposed order (GMPTE.A9).
- 10 Details of the applicant's proposals for funding including DTLR provisional view (GMPTE.A10).
- 11 Book of reference relating to land plans (GMPTE.A11).

Environmental Statement

- 12 Environmental Statement – Volume 1 (GMPTE.A12).
- 13 Environmental Statement – Volume 2, Part 1, Figures and Illustrations (GMPTE.A13).
- 14 Environmental Statement – Volume 2, Part 2, Appendices to Volume 1 (GMPTE.A14).

Plans

- 15 Works plans and Sections (GMPTE.A15).
- 16 Land Plans (GMPTE.A16).
- 17 Rights of Way Maps (GMPTE.A17).

- 18 Planning Plans (GMPTE.A18).
- 19 Technical Development Plans -
Part 1, Leigh Guided Busway; Part 2, A580/A6 Bus Priority Section
(GMPTE.A19).

Objections

- 2.3.3 A total of 553 objections, including late objections and apparent duplicate objections are understood to have been presented to the Secretary of State up to the time of writing. In addition, two representation and three letters of support have been received. The formal objection period ended on 14th March 2002.
- 2.3.4 The documents that GMPTE anticipates that it may refer to at the inquiry (some of which are mentioned in this Statement of Case) are listed in Appendix 1 attached. Arrangements have also been made for a copy of those documents, including this Statement of Case to be available for public inspection, with provision also being made for A3 and A4 black and white copies to be taken. The locations where documents may be inspected are as set out in Appendix 2 attached.

The Inquiry

- 2.3.5 On 10th April 2002 the Secretary of State announced his intention to hold an inquiry into the application for the proposed Greater Manchester (Leigh Busway) Order in accordance with the IP Rules. At the date of writing the Secretary of State has not issued a statement of the matters that he wishes particularly to be informed about by the Inspector who will be appointed to hold the public local inquiry.
- 2.3.6 The Secretary of State also required GMPTE to provide a Statement of Case, in accordance with the IP Rules, to be served on the Secretary of State and each statutory objector by Thursday 23rd May 2002. This document is GMPTE's Statement of Case and, as required by those rules, it contains a concise summary of the case, which GMPTE intends to make in support of its proposals at the intended public local inquiry. GMPTE also intend to serve the Statement of Case on other objectors who have indicated their intention to appear at the inquiry and any others who may request a copy.

3 GREATER MANCHESTER TRANSPORT POLICIES

- 3.1 The proposed scheme has to be seen in the context of the transport policies for Greater Manchester that have been developed over a number of years. They can be traced back to the first Strategic Development Plan published by the Authority in 1992. This set out a programme of investments in all modes of public transport, including park and ride, that could be implemented as resources became available. The ten District Councils fully endorsed the Plan.
- 3.2 Following this, joint working arrangements between the Authority and the District Councils were developed. These resulted in single, integrated bids for government funding for transport in the mid to late 1990s. It also led to the development of a county-wide transport strategy.
- 3.3 All of this was formalised in the Local Transport Plan that was submitted to government in July 2000 (GMPTE.A20). The concept of the Local Transport Plan was introduced in the government's White Paper "A New Deal for Transport - Better for Everyone" that was published in 1998 (GMPTE.A22). This envisaged a single plan, covering a five year period, setting out the policies and investment plans that each area proposed to follow to achieve its transport objectives. Bids for funding were to be judged against the quality of the LTP.
- 3.4 Pending legislation, local authorities and PTAs were asked to submit Provisional LTPs in July 1999. Local Transport Plans were included in the Transport Act 2000 and the full LTPs were submitted in July 2000. They cover a five year period and are the subject of Annual Progress Reports - the first of which was submitted in August 2001 (GMPTE.A23).
- 3.5 Section 108 of the Transport Act 2000 requires each Local Transport Authority (in this case the Authority in conjunction with the District Councils) to prepare a plan setting out the policies that are described in paragraph 2.2.3 above. The transport strategy and policies set out in the LTP are directed at achieving a number of core objectives supported by transport objectives.
- 3.6 The core objectives set out in paragraph 2.4 of the LTP are:
- To strengthen, modernise and diversify the county's economy in ways which are environmentally sustainable
 - To support urban regeneration and bring disused and under-used urban land back into effective use
 - To make Greater Manchester as a whole a more attractive, and healthier place to live, work and invest

- To focus these improvements in the Regional Centre, the town centres, and major employment centres (e.g. Manchester Airport and Trafford Park)
- To reverse the decentralisation of population and economic activity, sustain the community and cultural life of urban centres and neighbourhoods, and ensure that everyone can participate in the opportunities that the county has to offer.

3.7.1 The core objectives are supported by a series of more specific transport objectives, that are listed in paragraph 3.37 of the LTP. The achievement of these will lead to achieving the core objectives. Each transport objective is intended to address one or more problems of the transport network that have been identified in the Plan. The objectives and the problems that they address are quoted from Table 2 in the LTP and are:

	Transport objective	Problems addressed
A	To improve the environment, attractiveness and safety of the Regional Centre, together with the County's other town and district centres and key employment areas, without reducing their viability.	Traffic congestion, competition from out of town, decline in public transport use, loss of population, air pollution, valuable land used for parking.
B	To reduce the impact of motorised traffic, improve road and community safety and increase the proportion of short trips made by cycle and on foot within residential areas.	Danger from traffic, severance of communities, air pollution, use of car for short journeys, perceived danger to pedestrians and cyclists; crime and fear of crime; health impacts.
C	To develop complementary land use and transport policies which reduce the number of trips to non central locations and encourage development which can be served by a choice of mode.	Out-of-town development, decline of centres, serving development by public transport, dispersal of population, need for quality in urban transport.
	Transport objective	Problems addressed

D	To ensure that the county's transport system becomes increasingly sustainable and less environmentally damaging, whilst improving the quality of life and health of the population.	Air pollution, global warming, non-renewable resources, accidents, sedentary lifestyles, noise.
E	To provide a high quality integrated public transport network to increase the attractiveness of travel by non car modes.	Obtaining information, quality of the waiting environment, ease of access, frequency and reliability of public transport services, ticketing, interchange.
F	To ensure that the county's transport system meets the needs of all sections of the community, promotes social inclusion and widens choice.	Access for people with no car, social deprivation, access to employment areas, cost of public transport subsidy, particular problems encountered by women and other groups using the transport system.
G	To make the county's transport system more accessible to people with mobility difficulties.	Access to vehicles, access to stations and stops, road crossings, parking and ease of movement around town centres.
H	To improve accessibility for people living in rural areas in ways which will reduce their dependency on car travel.	Car dependency, social exclusion.
I	To manage the demand for car travel.	Traffic congestion, demand for parking, decline in public transport patronage, air quality.
J	To provide for sustainable movement of freight to support the economic development of Greater Manchester in ways that are consistent with the desire to reduce the impact of motorised traffic.	Environmental impact of HGVs, traffic congestion, barriers to transferring freight onto rail.
	Transport objective	Problems addressed

K	To provide for the movement of people and goods between Greater Manchester, the rest of the country and the rest of the world in ways which are consistent with the other objectives.	Access to global markets, cross-boundary travel, capacity constraints on key routes (West Coast Main Line, Trans-Pennine Rail, M6, M62, M67/A628).
L	To ensure that transport policy is integrated with and supports other relevant policies at regional, County and local level.	Transport implications of health, sustainability, crime and disorder and education policies, need for regional standards. cross-boundary transport links.
M	To maintain, improve and make best use of existing transport infrastructure.	Condition of the road network and public transport infrastructure, accessibility of existing infrastructure, local traffic congestion.

- 3.8 The strategy that has been adopted to achieve these objectives is public transport led and is described in Section 4 of the LTP. Delivering this strategy requires major improvements to all modes of public transport. This covers improving the quality of the services that are there now and extending the scope and coverage of the public transport network.
- 3.9 This has led to the development of proposals for a major extension of the Metrolink light rapid transit system, which has been a great success in demonstrating that high quality public transport can attract increased patronage and reduce car travel.
- 3.10 Plans for improving the rail network were disrupted by the uncertainties about the future responsibilities for investment that have been created by the privatisation process. There has been major investment in certain parts of the network - largely connected with the West Coast Main Line upgrade. This includes the work now in progress at Manchester Piccadilly Station and work to increase the capacity of the network south of Manchester.
- 3.11 However, the main constraint on improving the rail network is the lack of capacity on the rail lines in central Manchester. This restricts the number of trains that can go to and from Manchester, especially from the north and west of the city to the south and east. This involves using one of the busiest two-track railways in the country. The Strategic Rail Authority, Railtrack and the Authority recognise this as a major problem, and in 2000 carried out a study to examine ways of overcoming it (GMPTE.A24).

- 3.12 Since publication of the study, the SRA has made it clear in its Strategic Plan for the rail network (GMPTE.A25) that resources to deal with central Manchester will not be available in the next ten years. This means that none of the target implementation dates set out in the capacity study are now achievable. The Passenger Transport Authority is seriously concerned about this but there is unlikely to be any progress on removing this constraint within the ten year period of the SRA Strategic Plan.
- 3.13 There are two elements in the LTP for the development of the bus network, which carries over 200 million passengers per year compared with 17 million on Metrolink and 14 million on the rail network. For many people the bus is the only form of public transport that they have available. The bus network has suffered from the impact of traffic congestion over the years and as a result has become less reliable and less attractive to passengers. One consequence of this is that its image amongst the travelling public has declined.
- 3.14 The first element in the strategy is to tackle the reliability problem by giving buses more priority over other traffic and, where appropriate, segregating them from other vehicles, especially at peaks. The main thrust of this is concentrated on the major corridors linking the towns in the county with each other and with Manchester the Regional Centre. This is where:
- bus services are most severely affected by traffic congestion
 - the greatest number of passengers are carried
 - bus services are most frequent, and
 - buses have the greatest potential to offer a higher quality of service.
- 3.15 A county wide network of corridor long bus priority measures was therefore developed and is a major part of the LTP policies. This covers 200 kilometres of roads. In addition to the bus priority measures a number of other improvements are to be introduced on this network to help improve the overall quality of bus travel. These include providing:
- shelters at every stop used by passengers boarding buses - where this is physically feasible.
 - information on the departure times of buses from each stop.
 - improved pedestrian access to bus stops.
 - raised kerbs so that wheelchair and pushchair users can board buses without a big step.

- buses that are fully accessible to wheelchair and pushchair users.
- buses that meet Euro 2 or Euro 3 engine emission standards.
- a higher quality of customer care.
- in some cases increased frequencies, and
- in the future real time information that will tell passengers how long they will have to wait for the next bus.

3.16 One of the first of these Quality Bus Corridors to be completed is that between Leigh and Bolton. Work is under way or has been completed on a further five corridors. Government has recently awarded Greater Manchester specific funding for work on a further three QBCs in the north-east of the county, and as part of one of the multi-modal studies, further specific funding for five QBCs and a number of smaller bus priority schemes in the south and east of the county.

3.17 The Leigh-Salford-Manchester QBC is an integral part of this programme but has the additional strategic role of providing a high quality fast public transport link between Leigh and the Regional Centre. It will be part of a network of three QBCs focussing on Leigh. These are:

- Leigh to Bolton
- Leigh to Wigan
- Leigh to Salford and Manchester.

3.18 The second element in the strategy to improve the quality of bus services is the Greater Manchester Integration Project. This is a partnership involving:

- The Authority
- GMPTE
- The ten District Councils represented by the Association of Greater Manchester Authorities
- The Highways Agency
- Greater Manchester Bus Operators Association - representing almost all bus operators in Greater Manchester
- First North Western (the principal train operator)
- Railtrack
- Greater Manchester Travelcards Limited
- Altram (Manchester) Ltd (operators of Metrolink)
- Manchester Airport.

3.19 Its formal objectives are

"to deliver a high quality integrated public transport network in Greater Manchester in order to retain existing passengers, attract new passengers and improve the integration of public transport in Greater Manchester as a means of achieving benefits to the community in terms of reduced congestion, economic growth and regeneration, improved environment and greater safety on the transport network." (Integration Project Annual Report 1998-99) (GMPTE.A26).

3.20 The project's centre-piece is a Quality Partnership Agreement in which various parties agree to introduce a number of improvements to the public transport network. It is the biggest and most comprehensive such Agreement in the country.

3.21 The Integration Project has identified five aspects of a public transport journey which need to be improved and has gone on to identify a range of specific improvements to each. These will be delivered in part on a county wide basis to supplement the Quality Bus Corridors already described. These are:

- passenger information - both before and during journeys
- the waiting environment
- services
- fares and ticketing
- connections and interchange.

3.22 The project has resulted in a number of county wide improvements in the quality of public transport in general and bus services in particular. These include:

- Creating a single call centre for all enquiries about public transport in Greater Manchester – this takes about 15,000 calls per week.
- Publishing timetables for all services instead of just for services supported financially by the PTA.
- Providing an Internet site with a "journey planner" facility covering all public transport in Greater Manchester.
- Giving information about train and Metrolink services in bus timetables for routes passing stations or Metrolink stops.
- Producing information about local bus connections at stations and Metrolink stops.
- Improving the quality of information displayed at bus stops, bus stations, rail stations and Metrolink stops.

- Increasing the number of bus stops at which timetable information is displayed.
- Developing "real time" information - giving the times of the next departures from selected bus stops, train stations and Metrolink stops, and subsequently investing in this.
- Producing a simple map showing the places in the county which are linked by high frequency bus train and Metrolink services. This has been extremely popular with existing and potential passengers.
- Reducing the number of days in the year on which bus services change.
- Improving the quality of the buses themselves by an ambitious programme of new fully accessible, low emission buses.
- Introducing a range of day travelcards valid on all services and, depending on price, on more than one mode. These tickets make it simpler and in many cases cheaper to use public transport and facilitate and encourage passengers to switch from bus to bus and to use different modes of transport for their journeys.
- Developing new interchanges.

3.23 The combination of the QBC network and the Integration Project will help to enable the bus network to achieve a step change in quality and thereby play a much bigger role in meeting the objectives of the Greater Manchester transport policy. The Leigh-Salford-Manchester Quality Bus Corridor, described in more detail in Section 4 below is an integral part of Greater Manchester's transport policies, which have led to it being designated, by government, as a Centre of Excellence in Integrated Transport and in Transport Planning. This designation was part of the policy set out in the Transport White Paper (GMPTE.A22) (discussed in Section 10.3 below) to identify areas that can be used as examples of good practice for other areas to follow.

3.24 The developments listed in paragraph 3.22 will help to enhance the benefits of the Leigh-Salford-Manchester QBC by ensuring that the services using it are well publicised, integrated with other services and have through fares to and from other bus, train and tram services.

4 THE LEIGH-SALFORD-MANCHESTER QUALITY BUS CORRIDOR SCHEME

4.1 THE QUALITY BUS CORRIDOR CONCEPT AND PROGRAMME

- 4.1.1 The Quality Bus Corridor concept arose in response to a growing realisation that to increase bus patronage required a major improvement in the quality of service that the bus was able to offer. This required a combination of bus priority measures along the whole of a bus route to enable buses to operate more reliably, and a set of improvements to other aspects of the quality of bus services. These include new fully accessible, low emission vehicles, higher standards of customer care, provision of shelters where possible, more and better information at stops, and improved standards of comfort inside the buses. This needs to be combined with a frequent service and better access for passengers to bus stops.
- 4.1.2 The QBC concept is not unique to Greater Manchester and is being applied in many parts of the country. To deliver the improvements requires a partnership of the transport authority, the highway authority and the bus operators. In Greater Manchester a comprehensive Quality Partnership has been in existence since 1998. This involves the Authority and GMPTE, all ten District Councils, the bus, train and tram operators, Railtrack, the Highways Agency and Manchester Airport. This is part of the Integration Project that was described in Section 3 above. This was subsequently endorsed in the government's policy document on buses "From Workhorse to Thoroughbred - A better role for bus travel." (GMPTE.A27).
- 4.1.3 In 1999 the Authority and the District Councils agreed on a programme of Quality Bus Corridors throughout the county. This was set out in the Provisional Local Transport Plan (LTP) submitted in July 1999 and taken into the full LTP in July 2000 (GMPTE.A20). The Leigh-Salford-Manchester corridor was part of this. In all, there are now some 15 corridors covering over 200 kilometres of route.
- 4.1.4 Initial implementation concentrated on three corridors, Manchester to Peel Green via Eccles Old Road, Manchester to Hazel Grove via Stockport and Leigh to Bolton. The first of these is now completed and the Leigh to Bolton corridor will be completed during 2002. The Manchester to Hazel Grove corridor will be completed to Stockport in 2002 and to Hazel Grove by March 2003. Since starting work on the first three corridors work also started on four other corridors.
- 4.1.5 The QBCs comprise corridor long bus priority measures in the form of bus lanes and priority for buses at traffic signals. In addition modern shelters are provided at almost every stop, new clearer stop signs and full information on bus departure times are provided at every stop. The local authorities have

improved pedestrian access to the stops and have provided off street parking and lay-bys on the routes to help prevent parked cars blocking the bus stops and bus lanes.

- 4.1.6 Bus operators are providing new low emission buses that are fully accessible to wheelchair users and passengers with pushchairs, heavy luggage and shopping trolleys. A policy of raising kerb heights at bus stops complements these accessible buses.
- 4.1.7 Funding for the QBC programme has, so far, been found by ring fencing 25% of the capital allocations given to the Authority and the District Councils for highways and public transport. By the end of March 2002 about £14.873 million will have been invested in QBCs.
- 4.1.8 In December 2001, the government agreed to provide additional funding for completion of the QBC network in the north-east of the county and this will mean that a further four corridors will be developed.
- 4.1.9 On 22 March 2002, further central government funding for the QBC network was announced as part of the package of measures that are to be implemented as a result of the South East Manchester Multi-Modal Study. This will result in a further six corridors being developed.
- 4.1.10 The Leigh-Salford-Manchester QBC is an essential part of this programme. Because it needs Transport and Works Act powers for the proposed guided section it has been developed from the outset as a separate scheme. However, it will still be an integral part of the county wide network.
- 4.1.11 The particular importance of the Leigh-Salford-Manchester QBC is that unlike the other QBCs which will help to improve the attractiveness of existing bus services, it will create an entirely new route that will fill one of the strategic gaps in Greater Manchester's public transport network.
- 4.1.12 Largely because of the absence of a rail link, Leigh suffers from longer journey times by public transport to the regional centre than most other centres. As Section 4.3 below shows, journey times by bus or by bus and train range from 50 to 75 minutes (for a journey of 19 kilometres). This compares with a the time by train from Manchester to Wigan (a longer distance of almost 30 kilometres) of between 30 and 40 minutes. None of the other town centres the size of Leigh has such a long journey time by public transport from the regional centre.
- 4.1.13 The proposed Leigh-Salford-Manchester Quality Bus Corridor will reduce journey times between Leigh and Manchester by public transport to about 40 minutes. This will represent a saving of at least 20 minutes for most of the peak periods. Not only will this be quicker than any of the existing modes of public transport it will also be more reliable as part of the journey will be on the completely segregated guided Busway section. This will help to reduce or

eliminate the day to day variation in bus journey times that occurs because of traffic congestion and manifests itself in an unreliable bus service. Leigh will gain a dedicated express bus to Manchester in addition to the services that it now has and which are described in Section 4.3.

- 4.1.14 If the Leigh-Salford-Manchester QBC is approved, Leigh will become a focal point on the QBC network with QBC links to Wigan and Bolton as well as that to Salford and Manchester. Development of QBCs as a network is an essential part of the Local Transport Plan (GMPTE.A20), which is seeking to improve the quality of all forms of public transport.

4.2 THE AREA TO BE SERVED BY THE LEIGH-SALFORD-MANCHESTER QUALITY BUS CORRIDOR

- 4.2.1 The Leigh-Salford-Manchester QBC will link together Leigh itself, Tyldesley, Ellenbrook, Pendlebury, Pendleton and central Manchester.
- 4.2.2 Leigh is a town of 45,000 inhabitants within the Metropolitan Borough of Wigan. Before 1974, it was a Borough within the County of Lancashire. In the past its economy has depended on coal mining and the textile industry. Coal mining in the area has now ceased entirely and the textile industry has faced serious decline since the 1960s. The economy of the area has suffered in consequence. Wigan MBC has, however, sought to encourage new employment in the town through the provision of land at Parsonage Industrial Estate and Leigh Business Park - both of which are within easy reach of the town centre. Through the Single Regeneration Budget, improvements have been made to Leigh town centre and new shopping development has taken place at Spinning Gate Centre adjacent to the town's bus station.
- 4.2.3 Higher Folds is part of Leigh and is close to the route of the proposed guided Busway. It is intended to construct a link road from Higher Folds to the Busway to enable buses from that area to use the Busway. At present Higher Folds only has road links with Leigh itself and as a result is very isolated in transport terms. To travel from Higher Folds to Manchester or Tyldesley first involves travelling to Leigh. A recent consultation exercise on the Authority's bus strategy produced a number of comments about this from residents in Higher Folds including:

“Nearby towns and villages are nearby as the crow flies but you can't get there.”

“You can't get to the nearby train stations by bus”

“Bus journeys to Manchester are lengthy and unreliable” (GMPTE.A28).

These are the types of problems that the Higher Folds link to the proposed QBC will help to relieve.

- 4.2.4 Tyldesley (population about 23,000) is about 6 kilometres from Leigh by road and can be reached by travelling north-east to Atherton and then turning south east to get to Tyldesley itself, or by travelling east from Leigh to Astley and then north to Tyldesley. In contrast, the proposed guided Busway will follow a much shorter and direct route of just over 4 kilometres. Again its economy was based on coal and textiles and has suffered in the same way as that of Leigh. It has developed since the 1960s as a residential area for Manchester, Bolton and Leigh with some 2,000 houses built there over the past 30 years. Many residents of the area rely on the surrounding areas of Leigh, Salford and Manchester for employment and have closer economic and social ties with Salford and Manchester than with Leigh.
- 4.2.5 Ellenbrook, at the east end of the guided Busway section of the route is a residential area that has largely developed in the 1980s and 1990s. It has very little local employment.
- 4.2.6 The remainder of the QBC route follows the A580 East Lancashire Road through Pendlebury, Pendleton and Salford into central Manchester. The A580 was once the main trunk road linking Manchester and Liverpool. There is a mixture of residential and light industrial development along the route. In Pendleton, the route passes near to the Royal Manchester Children's Hospital - which is a specialist centre for the whole region and a major employer. Closer to Manchester the QBC passes Salford University, another major source of employment.
- 4.2.7 GMPTE has commissioned Roger Tym, a consultant in land use planning and economic development to construct a profile of the communities that the QBC will serve and also evaluate the social inclusion and other benefits of the proposed scheme, Leigh Manchester Quality Bus Corridor, Evaluation of Social Benefits, May 2002 (GMPTE.A29).
- 4.2.8 This identifies the 15 wards in Wigan and Salford and two in central Manchester that are served by the proposed QBC. Profiles of the wards are built up from a range of government statistics ranging from 1991 Census data to deprivation indices and other more up to date sources. These are set out in Tables 1-4 of the Tym report.
- 4.2.9 The picture that emerges about the areas of Wigan and Salford that will be served is that there is considerable variation in the socio-economic characteristics of the wards. In particular, household incomes vary from about £15,000 per year in Swinton North and Atherton to £28,500 in Worsley and Boothstown. Nine of these wards have household incomes below the national average.
- 4.2.10 Owner occupation ranges from 57-58% in Atherton and Pendlebury to over 91% in Worsley and Boothstown. Seven of the Wigan and Salford wards have over 10% of people in receipt of Income Support.

- 4.2.11 Car ownership is low in much of the area. The percentage of households without a car ranges from just under 16% in Worsley and Boothstown to over 75% in the inner area wards of Pendleton, Blackfriars and Manchester Central. However, four wards in Wigan (Leigh Central and Leigh East, Atherton and Hindsford) have over 40% of households without cars. Therefore, in large parts of the area, a high proportion of people are dependent on public transport.
- 4.2.12 There is severe deprivation in Pendleton, Blackfriars and the two central Manchester wards. However, there are also concentrations of deprivation in parts of Leigh Central and Atherton, and a level of concern about health deprivation in five other wards (two in Wigan and three in Salford) that will be served by the QBC. On the deprivation scores in Table 2 of the report, the overall results are:
- Only Worsley and Boothstown ward is in the least deprived 50% of wards in the country in terms of employment, all others are in the most deprived 50%.
 - All the wards served are in the most deprived 50% of wards in the country for health.
 - Eleven of the wards (5 in Wigan, 4 in Salford and the two central Manchester wards) are in the most deprived 50% of wards in the country for education.
- 4.2.13 In terms of employment, 10 wards (6 in Wigan, 3 in Salford and one in central Manchester) have an above national average percentage employed in manufacturing. This is an area of concern for the future if manufacturing as a whole continues to decline in the way that it has over the past 30 years. Improving public transport links will ease any transition that may be necessary if this affects these areas.
- 4.2.14 Twelve wards have equal to or more than the national average of unskilled workers. Again, this is a cause for concern and a source of social exclusion. Nine wards have a higher than national average rate of unemployment.
- 4.2.15 An analysis has also been carried out of the availability of a range of facilities within 800 metres of each of the proposed stops on the QBC. The facilities concerned are supermarkets, convenience stores, post offices, banks/building societies, pharmacies, doctors' surgeries, dentists and opticians. With the exception of the two stops in central Leigh and the stops at the Salford and central Manchester end of the route, there are relatively few such facilities. Indeed the evidence suggests that at several stops there are few, if any, facilities of the type described above within 800 metres. This shows, that potentially, many of the people who live within the catchments of such stops have to travel to use basic facilities. This travel will be made much easier by the Quality Bus Corridor services.

- 4.2.16 The report also identifies communities that suffer particular deprivation, one of which is Higher Folds that will be linked to the proposed QBC. This community has unemployment of almost 19%, over 25% of people with long term limiting illness and 63% of households without a car. The estate presently only has one road to Leigh as its only communication with the rest of the community. Providing a link to the QBC would transform the travel opportunities open to residents of this area.
- 4.2.17 The proposed QBC would, therefore, serve a number of areas and communities that suffer above average social exclusion, and have below average access to cars.

4.3 EXISTING PUBLIC TRANSPORT SERVICES IN THE AREA

Bus Services

- 4.3.1 Leigh is the centre of a bus network that connects most of its suburbs to the town centre. Overlaid on this is a network of bus services linking Leigh to neighbouring towns including, Wigan, Bolton, St Helens, Warrington, Atherton, Tyldesley and Manchester. The centre of the network is the bus station, which is conveniently located in the centre of the town. This is a modern facility that was opened in 1992.
- 4.3.2 Most bus services are provided commercially by the operator. This means that the timetables and fares are decided by the operator who is in actual or potential competition with other companies. However, the Transport Acts 1968 and 2000 give the Authority and GMPTE powers to procure additional bus services that they judge are necessary to meet transport requirements (see paragraph 2.1.4 and 2.2.2) or to implement the Authority's policies (see paragraph 2.2.3 above).
- 4.3.3 Services procured by GMPTE in accordance with the Authority's policies are subject to a competitive tendering process. Under this GMPTE specifies the timetable for the services that it requires and seeks bids from operators for the amount of subsidy that they require to run the services. Fares remain the responsibility of the operator although GMPTE has powers to specify fares on such services if the Authority wishes to do so.
- 4.3.4 The majority of the services described below are operated commercially. A few evening and Sunday journeys are procured by GMPTE on some of the services.
- 4.3.5 It is also important to appreciate that operators can change bus services simply by giving 56 days notice to the Traffic Commissioner for the area. The services described below were operating in January 2002.

4.3.6 There are four bus services between Leigh and Manchester.

Service 26 runs twice an hour until about 1800 and then every hour until 2200. The route runs from Leigh Bus Station via Astley to the A580 which it then crosses to serve Boothstown and Worsley. It then crosses the A580 again to serve Pendlebury and re-joins the A580 where the latter merges into the A6 into Manchester. It then follows the same route as the proposed QBC and terminates in central Manchester.

The scheduled journey time is between 60 and 70 minutes in the peaks, 54 minutes during the day and 50 minutes in the evenings.

Service 34 is a peak only express service linking Lowton (to the west of Leigh) with Leigh. From there it runs via Astley to the A580 which it follows into central Manchester - omitting the various diversions north and south of the A580 that service 26 makes. Its scheduled journey time between Leigh and Manchester is between 48 minutes (before 0700 in the morning) and 63 minutes (between 0700 and 0800). Eight journeys are run in the Leigh to Manchester direction in the mornings (between 0630 and 0930) and six in the Manchester to Leigh direction in the afternoon and early evening (between 1620 and 1815).

Service 35 runs twice an hour during the day and hourly in the evening. It follows a less direct route than the 26 going via Atherton, Tyldesley, Boothstown, Worsley, Swinton and Pendleton. It is scheduled to take just over 90 minutes in the peak, 75 minutes during the day and 65 minutes in the evening. It terminates in Piccadilly Gardens in Manchester.

Service 39 also runs twice an hour during the day but does not operate in the evenings. It follows the same route as the 34 to Tyldesley and then runs via Little Hulton, Walkden and Swinton to join the 35 route to Piccadilly Gardens, Manchester. It is scheduled to take between 75 and 90 minutes between Leigh and Manchester.

4.3.7 Some night services are run at present on service 39. This is part of an experiment funded by the Authority to test the market for such services. In addition, GMPTE on behalf of the Authority provides financial support for the evening journeys on service 26. Apart from this, all services are provided commercially by First Manchester - the local subsidiary of First Group.

4.3.8 Apart from service 34, which only runs at the peaks, (8 journeys to Manchester in the morning and 6 to Leigh in the evening), none of the services provide a direct fast link between Leigh and Manchester. Nor does any of them follow, even in broad terms, the route of the proposed guided Busway.

4.3.9 Tyldesley is also served by services 35 and 39. The scheduled journey time to Manchester is about 65 minutes in the peak and 55 minutes during the day on service 35 and 70 minutes in the peak and 55 minutes during the day on service 39. It is also served by two other bus routes to Manchester:

Service 32 links Tyldesley with Ellenbrook, Pendleton and Manchester. The scheduled journey times to Manchester vary between 45 minutes in the off-peak and up to 65 minutes in the peaks. The service runs every 30 minutes until about 1800 hours but does not operate in the evenings. Additional buses operate at the peaks.

Service 33 connects Tyldesley and Manchester via Boothstown, Worsley, Monton, Eccles, Eccles New Road and Ordsall. This is a very indirect route and takes up to 80 minutes in the peak and just over 60 minutes during the day. It runs every 30 minutes during the day and hourly in the evening. GMPTE gives financial support for the evening service.

4.3.10 The services described above have two major disadvantages in serving the Leigh and Tyldesley to Manchester market. First, their prime function is not to serve end-to-end trips between Leigh and Tyldesley and Manchester. Rather they link a number of settlements on their routes with each other and with their terminal points. In consequence, all except the 32 from Tyldesley and the 34 from Leigh follow circuitous routes, which makes them unattractive to passengers travelling longer distances like Leigh and Tyldesley to Manchester.

4.3.11 Second, they are subject to delays from traffic congestion. This accounts for the variations in journey times at different times of the day that have been described in the preceding paragraphs. In addition, even these extended scheduled times are often not adhered to because the buses on these services are subject to unscheduled random delays from day to day as traffic congestion varies. Whilst operators allow for this in scheduling they cannot predict day to day variations.

4.3.12 When the latter type of delay happens, a bus may be delayed not only on the journey that is suffering the delay but it may then be late in starting its return journey. Thus passengers on off-peak journeys are also affected by unreliability and will suffer extended waiting times at stops. This contributes to an overall image of unreliability for buses that the QBC network is seeking to eliminate.

4.3.13 For these reasons, the bus services are only of limited use for people in the Leigh, Tyldesley and Ellenbrook areas getting to and from jobs in Salford and central Manchester. However, they can be overcome by the Quality Bus Corridor proposals.

Rail Services

- 4.3.14 Leigh's last rail link was severed in 1970. It left the Liverpool - Newton - Manchester line at Kenyon Junction and followed the route of the proposed guided Busway from Leigh to Tyldesley and Ellenbrook. It then continued to rejoin the Liverpool to Manchester line at Patricroft. The closure was one of many in the area that took place as a result of the Beeching Report.
- 4.3.15 The nearest rail stations to Leigh are now at Atherton, Hag Fold and Daisy Hill which are all on the line between Manchester and Wigan. For journeys between Leigh and Manchester it is possible to take a bus from Leigh to Atherton Station and then continue by train to Manchester. This offers two connections each hour. Allowing for interchanging and the short walk between the bus stop and Atherton station this journey would normally take about 50 minutes and over an hour if good connections are not made.
- 4.3.16 A journey from Tyldesley to Manchester would involve taking a bus to Walkden station and then taking the train to Manchester. The connecting bus - service 39 - runs twice an hour (see paragraph 4.3.6 above). The journey would take about an hour as there would be a connection time of about 20 minutes at Walkden station.
- 4.3.17 Apart from during the peaks, when the buses are subject to delays from traffic congestion, the bus-train connections between Leigh and Manchester are not competitive in overall journey times with the through bus services. However, at peaks, the trains on these lines are subject to overcrowding and passengers joining at the stations in question may have to stand for all or part of the journey.
- 4.3.18 The bus-train connections are not, therefore, providing a high quality public transport link between Leigh and Manchester - which is needed to achieve the objectives set out in paragraph 1.2.1. Journey times between Leigh and Manchester would not be improved nor would the frequency of the services. Both are important in achieving the objectives.

4.4 DEVELOPMENT OF THE LEIGH-SALFORD-MANCHESTER QUALITY BUS CORRIDOR

Overview

- 4.4.1 As Section 4.3 has shown none of the existing bus and rail services provides a direct link between Leigh and Tyldesley and Manchester. They are all designed to serve a variety of markets, primarily linking places on their routes with one another. The result is that Leigh has much longer journey times by public transport to the regional centre than other towns in Greater Manchester, some of which like Wigan are further from Manchester than is Leigh.

- 4.4.2 The Quality Bus Corridor proposal is intended to overcome the deficiency of the existing public transport services in linking Leigh and Manchester and Tyldesley and Manchester, whilst at the same time allowing these services to continue to perform their other functions. It does so by creating a new route between Leigh and Ellenbrook on the alignment of a disused railway, which will be totally segregated from other traffic. It will also be considerably shorter than existing roads.
- 4.4.3 This will be combined with extensive bus priority measures, including new bus lanes on the A580 road which is the most direct route between Ellenbrook and central Manchester. Whilst this will mean that buses are not totally segregated from other traffic they will get priority on the congested sections of the route. In this way, a fast direct route that will be largely insulated from the effects of traffic congestion can be created from Leigh to Manchester. A detailed description of the route is given in Section 5.
- 4.4.4 In addition provision has been made for a strategically placed park and ride site on the A580 at the point where the M60 - Manchester's orbital motorway - crosses that road. The park and ride site is intended for traffic approaching Manchester on the A580. Much of the route from there into Manchester is heavily congested at the peaks and the siting for the park and ride is ideal from the point of view of intercepting traffic for Manchester before it hits heavy congestion.
- 4.4.5 The park and ride facility would be designed for approximately 270 cars and would be served by dedicated bus services using the A580 section of the QBC into central Manchester. It would be Greater Manchester's first park and ride site that is served by bus rather than train or the Metrolink tram system.

The Former Rail Line

- 4.4.6 The local authority, Wigan Metropolitan Borough Council, has, in its Local Plan (GMPTE.A30), protected the former rail line as far as Parr Brow from development with a view to restoring it to its former use at some stage in the future, should it be appropriate to do so. Some changes have been made, including rebuilding the bridge that carries Hough Lane over the former rail alignment and construction of storm water tanks in a way that would only permit a single line railway. However, the whole of the alignment is still available.
- 4.4.7 The reasons for not restoring a rail service along the alignment are discussed in Section 4.5 below. The alignment is, however, also suitable for other forms of guided transport - including guided buses, which have been introduced in a number of places in recent years.

The Guided Bus Principle

- 4.4.8 The principle of the guided bus is that it is an ordinary bus fitted with a relatively inexpensive guidance system that restricts its lateral movements, in the same way as a railway or tram line restricts the lateral movements of trains and trams. As a result, the width of the carriageway is much less than would be required for a conventional bus. From a passenger's point of view the guideway contributes to a smoother ride.
- 4.4.9 However, the guidance system on the buses themselves is unobtrusive and does not in any way restrict the ability of the bus to operate without guidance on ordinary roads. This gives the system much more flexibility than a tram or a train - which must stay on its track at all times. Thus a bus can run on the guideway and then continue its journey on normal roads with the driver providing the guidance in the normal way.
- 4.4.10 The first large scale applications of guided buses were in Essen in Germany and Adelaide in Australia. Both are still in operation.
- 4.4.11 In the United Kingdom, guided Busways are increasing in popularity. The first was built on a small scale in Ipswich to provide a bus-only link between two housing areas that had no direct road connection. This created a major time saving for bus passengers in the same way as the new direct link between Leigh and Tyldesley will for journeys between these two areas.
- 4.4.12 Guided Busways are now being introduced on an increasing scale in West Yorkshire. Leeds now has two guided Busways and one has recently opened in Bradford. Like the Leigh-Salford-Manchester proposal, they do not cover the whole of the bus routes that operate over them and there is a combination of guided sections of route and conventional unsegregated bus lanes on highway. They are all corridor based in the same way as the present proposals will be on the A580 section of the route.
- 4.4.13 A new guided Busway in Chester has just received a Transport and Works Act Order. This will link a strategic park and ride site on the edge of the city with the city centre and will have an intermediate stop serving a residential area. It will use the route of a disused railway in a similar way to the Leigh-Salford-Manchester proposals. It replaces earlier proposals to build a light rapid transit line on the same route.
- 4.4.14 At the time of writing, work was about to commence on a Busway network including guided sections connecting Gatwick Airport with Crawley and Horley. This is being developed to help reduce use of the car by people working at the Airport.
- 4.4.15 In late 2001, the government endorsed a recommendation of the Cambridge-Huntingdon Multi-Modal Study to build a guided Busway on a former

railway alignment between Cambridge and St Ives. Other guided Busways are at earlier stages of development, including schemes in Belfast and Luton.

- 4.4.16 Guided Busways, although relatively new to the United Kingdom, are now playing an increasing role as a form of rapid transit that lies between conventional buses with on highway priority and tram based light rapid transit. They are less expensive to construct than the latter but offer a higher quality of service than the former. They also have greater flexibility than rail based systems, which are tied to the route of their track. The Leigh-Salford-Manchester proposal is part of this development of the guided bus mode.

The Remainder of the Quality Bus Corridor

- 4.4.17 On the remainder of the Quality Bus Corridor, there is little opportunity for a segregated alignment for buses. Use has to be made of bus lanes on the normal carriageway - which in some cases would be widened to accommodate the bus lane.
- 4.4.18 To give the most direct route to Manchester from the end of the proposed guideway at Ellenbrook, it is proposed to use the route of the East Lancashire Road (A580) which continues into Manchester as the A6. Between Pendleton and the boundary between Salford and Manchester, there is a comprehensive set of bus lanes. Thus the present proposals are to extend bus lanes from Ellenbrook to Pendleton where the buses on the QBC can take advantage of the existing bus lanes for the remainder of their route.
- 4.4.19 These bus priority measures will be supplemented with Selective Vehicle Detection systems that can recognise when a bus is approaching a set of traffic signals and, if necessary, can change or hold the signals to give the bus priority.

Feeder Buses

- 4.4.20 The Busway will bring a population of 62,000 people within 30 minutes journey time of either Leigh or central Manchester. However, this will be enhanced by feeder bus services.
- 4.4.21 Feeder bus services will take several forms. First, there is already a large network of local bus services that terminate in the bus station in Leigh where the QBC services will also terminate. Interchange will therefore be very easy and the policies that are being implemented as part of the Greater Manchester Integration Project (described in detail in Section 3) will help to ensure that there is through ticketing and that other measures to facilitate interchange are in place.
- 4.4.22 Second, it will be possible for bus services to use the Busway section either in whole or in part. This would enable buses serving, for example, the Atherton

area to go via the Busway to Tyldesley and then use normal roads for the rest of their journeys. As well as this GMPTE proposes to build an interchange at Tyldesley that will enable services that are not using the Busway to interchange with Busway services. The link to Higher Folds is relevant in this context as it will enable direct, through bus services from Higher Folds to places like Tyldesley, Atherton and Manchester to be provided. At present the only bus link that can be provided to Higher Folds is to and from Leigh.

- 4.4.23 Third, buses that presently terminate in Leigh bus station could continue to Tyldesley, Salford and Manchester via the Busway. Section 7.1 outlines how this will be achieved without compromising the quality of service on the QBC.
- 4.4.24 Finally, it should be noted that there is a large network of bus services that have the potential to feed the QBC services at Pendleton and in central Manchester.
- 4.4.25 Similar arguments apply to the on highway bus priority section of the QBC along the A580.
- 4.4.26 GMPTE's policy is to maximise the total benefits of the QBC and to maximise the number of people in the areas that it serves who have a direct link or a feeder service to the Quality Bus Corridor.
- 4.4.27 The report by Roger Tym (GMPTE.A29), discussed in Sections 4.2 and 9.8, adds weight to the argument that the benefits of the scheme would be considerably increased by the provision of a feeder bus network. The technology of the guided Busway does, as paragraph 4.4.9 points out, permit feeder buses to run directly onto the Busway and this is what is envisaged. GMPTE and the Passenger Transport Authority are using their powers under the Transport Act 2000 (GMPTE.C7) to secure the provision of a wider range of through tickets for passengers who are forced to change buses to complete their journeys.

4.5 OPTIONS

- 4.5.1 A range of options has been examined by GMPTE both on its own initiative as part of the planning process and in response to proposals made at consultation. None of them, would, in GMPTE's view meet the objectives of the Leigh-Salford-Manchester Quality Bus Corridor in a cost effective manner.

Rail Options

- 4.5.2 As stated in paragraphs 4.4.2, the route of the proposed guided Busway section of the QBC was formerly a railway, diverging from the existing railway system between Eccles and Patricroft on the line between Manchester

and Newton-le-Willows. However, there are now many reasons why simply reinstating the former railway is not a feasible option, most notably the fact that parts of the former rail route beyond the ends of the Busway have subsequently been built over or used for other purposes.

- 4.5.3 At the west end of the Busway, the rail line between East Bond Street and Spinning Jenny Way has been reduced to a small number of disconnected lengths of viaduct. South of Spinning Jenny Way the line of the railway has been built over with an industrial estate. At the east end of the Busway, between Newearth Road and Ellenbrook, a new railway would impose adverse environmental impact on new housing which has encroached on the boundaries of the former railway corridor, while the ponded area of former railway towards the A580 is now of wildlife interest.
- 4.5.4 Between the A580 and Monton, the railway corridor is now a public right-of-way used by Salford City Council as part of its formal network of recreational routes. However, between Monton and the Eccles-Patricroft railway, the former railway corridor has disappeared beneath a residential development, an industrial development and the M602 motorway. Rebuilding the railway through here would involve the cost of a new motorway bridge, significant property acquisition, relocation of businesses and industries, and local loss of jobs.
- 4.5.5 In addition to that, if Leigh trains were to access central Manchester by that route, there is at present no spare capacity to accommodate them on the routes between Eccles and the stations in the centre of the city. For all these reasons, GMPTE considers that simply reinstating the former railway throughout is no longer feasible.
- 4.5.6 On the other hand, consideration has been given to the possibility of reinstating a railway along that part of the corridor to be used by the Busway, but linking it to the Atherton - Walkden railway to the north rather than to the Patricroft - Eccles railway to the south. Wigan MBC's UDP of January 1996 reserves a route for most of the link from the Busway corridor to the Atherton - Walkden railway.
- 4.5.7 This reservation in the UDP was originally made on the assumption that the area through which it passes would have been disturbed and reformed through open cast coal mining, with a suitable railway alignment being created during the process. This is now not likely to happen. While this does not preclude a rail route through this area, it would now require to be built largely on embankment through established farmland rather than through a terrain modelled to accommodate it. The last 200-300m of the link (depending on detailed alignment) would lie within Salford City Council's jurisdiction, and no corridor has been reserved for it within their adopted UDP of November 1995 (GMPTE.A31). The land is allocated for nature conservation purposes and it would be a matter for Salford City Council to

decide whether construction of a railway would be permitted development. However, notwithstanding these points, it would still be possible, in engineering terms, to reconstruct a railway along the Busway corridor between East Bond Street and a point just east of Sale Lane, extending from there to join the Atherton - Walkden railway.

- 4.5.8 Apart from the fact that such a rail line would terminate only on the edge of Leigh town centre (albeit at the site of the former Leigh station), a major drawback is the cost of such a scheme, which would be significantly in excess of that of the proposed Busway.
- 4.5.9 Unlike the Busway, the rail link would require bridges across or beneath all public highways crossing the corridor. Footpaths and farm accesses across the corridor would require underpasses or overbridges and major signalling improvements would be needed in the Walkden area to control the branch and comply with current safety requirements.
- 4.5.10 Finally, it is unlikely, on safety grounds, that a recreational route could be provided within the railway corridor, and an adjacent strip of land would need to be acquired if this facility is not to be lost. For all these reasons, and under current funding regimes - to be discussed below - there is no prospect of such a railway being provided within the foreseeable future.
- 4.5.11 Besides reinstatement of a railway on the route of the proposed guided Busway, a number of other rail alternatives were also examined at GMPTE's request by Atkins Transportation Planning - a specialist transport consultancy (GMPTE.A32). In Atkins' view, the most promising of these was to build a new station on the site of the former Kenyon Junction station on the Liverpool to Manchester line and link it to Leigh by a bus service. GMPTE submitted an application for Planning Permission to build such a station in conjunction with a proposed development of a leisure centre near Leigh. Following a Public Inquiry, this application was turned down along with the application for the leisure centre.
- 4.5.12 In any case, this would have only served Leigh itself and not Tyldesley. Whilst it would have been economically and financially viable with the combination of demand from Leigh itself and the leisure complex, it would not have been possible to justify it on the basis of demand from Leigh alone without that from the leisure complex that will not now be built. In any case, this scheme would have been a complement to the proposed Quality Bus Corridor and not an alternative to it.
- 4.5.13 A variation on this option would be to reinstate the branch line between Kenyon Junction and Leigh without building the station and park and ride site at Kenyon Junction. It would be necessary to build a new line from the Liverpool to Manchester line with a junction that would connect Leigh to the main line in the Manchester direction (the original junction at Kenyon only

connected Leigh to the line in the Liverpool direction). Part of the route of this branch is now used for Atherleigh Way a new road that connects Atherton and the west of Leigh to the A580 road. Adjacent land would have to be acquired to build the railway.

- 4.5.14 This would be a branch line serving Leigh alone. There is little scope for it attracting additional patronage by serving other places en route between Leigh and Manchester. There are only two stations between Manchester and the site of the junction - Eccles and Patricroft. The line would not serve Tyldesley and its prospects for attracting sufficient patronage and benefits to justify the capital expenditure would be very poor.
- 4.5.15 Furthermore, as noted in paragraph 3.12 it would be at least ten years before any rail line between Leigh and Manchester could even be considered for construction as financial and other resources nationally are committed to the schemes that are now in the Strategic Rail Authority's Strategic Plan (GMPTE.A25). No new schemes are proposed for Greater Manchester in the SRA plan. When resources are allocated to the Greater Manchester rail network, it will first be necessary to increase the capacity of the rail network in the centre of the Manchester before any new lines can be added to the network. This alone could take up to another ten years. Realistically, it is unlikely that any rail alternative could obtain statutory authority and funding and then be built within the next 20 years.
- 4.5.16 As stated, the major disadvantage of any rail link is the cost, both of construction and operation. Construction costs would be significantly higher than those of a Busway. For example, the station that GMPTE funded at Horwich Parkway (a simple two platform station with a footbridge but no buildings on the platforms cost £3.5 million in 1999). Whilst this was on an operating railway, which would add to the costs, it is likely that each station would cost upwards of £1.5 million. Construction costs for a new line itself may have to include compensation to train operators for the disruption caused by putting in the junction with the rest of the railway and modifying the signalling - which would involve total closure of the line concerned at certain stages of the work. Any railway would have to be fully segregated from the surrounding area and any crossing points would require bridges - even for footpaths or bridleways.
- 4.5.17 Operating the railway would require an ongoing annual subsidy. This would either have to be provided by the Strategic Rail Authority or by the Passenger Transport Authority. It is unlikely that the line would be a high priority for the SRA and therefore the costs would fall on the Authority and Council Tax payers. It is most likely that a rail link would require continuing subsidy - even the Altrincham and Bury routes when formerly railways required substantial subsidy despite being well patronised.

- 4.5.18 Even if the difficulties set out above did not exist, a rail service on any route would be less frequent than the proposed QBC bus service and would have fewer access points. Frequencies on most other rail services in Greater Manchester are two to four trains per hour and it is unlikely that demand from Leigh alone would justify a higher frequency. There is also a trade off between frequency and cost - higher frequencies need more elaborate signalling and track layouts. The benefits of faster journey times on the train would be eroded by longer access times to stations, a more restricted range of central Manchester destinations served by rail and longer waiting times.
- 4.5.19 A rail link would also have to go through a process of economic and financial evaluation and justification. Funding for new rail schemes does not come through the Local Transport Plan funding but through the Rail Passenger Partnership Fund administered by the Strategic Rail Authority. There would be a lengthy process of evaluation and justification in which the scheme would have to compete with other schemes nationally. After that, it would be necessary to obtain powers under the Transport and Works Act for the line.
- 4.5.20 Having said all this, nothing in the present proposals would prevent restoring a rail link on the alignment at some stage in the future, if, following the completion of the QBC proposal, demand were to grow to the point where a rail link could be justified. GMPTE's position is that its present proposals are justified in transport planning terms in their own right and better than waiting for a rail link to be justified and built.

Metrolink Options

- 4.5.21 The Metrolink network currently extends as far as Eccles, which is about 15 kilometres from Leigh. The route that it takes from Manchester to Eccles via Salford Quays is not the most direct route to Eccles and this places it at a disadvantage for a long distance extension of some 15 kilometres from Eccles to Leigh. It is not clear at this stage whether such an extension is feasible. However, applying the average costs estimated for the three extensions that are currently the subject of a tendering process gives a cost of £7.5m per kilometre and a broad estimate of at least £112m to bring Metrolink from Eccles to Leigh.
- 4.5.22 A longer term option would be to explore the feasibility of track sharing between heavy rail and light rail services on what are now heavy rail lines. In this way, the Manchester to Atherton railway line could be used between these points with on street operation to Leigh. Again, however, this would not be possible until a second on highway Metrolink route through Manchester city centre is built. The existing routes will be operating at full capacity when the next phase of extensions is completed. It is, like reversion to heavy rail, a long-term possibility that will do nothing to help the transport problems of the area now. Again, it would be complementary to the present proposals and not a realistic alternative to them.

Bus Options

- 4.5.23 A suggested bus option is to operate an express bus service from Leigh-Salford-Manchester via the A580 East Lancashire Road. There is, however, nothing to stop operators from running such a service now on a commercial basis. The fact that they do not is evidence that there is no commercial demand for such a service. The reason is that it would only carry end to end trips and any business that could be picked up along the East Lancashire Road to the west of Ellenbrook. This service would certainly need the bus priority measures that are proposed for the Leigh-Salford-Manchester QBC as well as bus priority measures to the west of Ellenbrook. This would not serve Higher Folds or Tyldesley, which would need a separate service to Manchester. Nor would it give the journey time benefits of the proposed scheme, which will contribute to the economic and social inclusion benefits that are described later in this document.
- 4.5.24 A further option would be to provide conventional bus priority along the existing bus routes between Leigh and Manchester. Where such bus priority is justified it will be provided as part of the county-wide bus priority programme. It would therefore be complementary to the present proposals and not a substitute for them. Again, the benefits to passengers arising from the guided Busway section and in particular its shorter route between Leigh and Tyldesley, would not be obtained from this alternative. On many of the roads used by the existing bus services, there would not be sufficient road space to create extensive bus lanes.

4.6 CONSULTATION

- 4.6.1 GMPTE has carried a comprehensive consultation exercise comprising opinion research surveys, distribution of printed material, public meetings, visits and presentations to local groups in the community, and where necessary, specific local consultations. Two full consultation exercises were carried out in 1998 and again in Spring 1999. These were reported to the Authority in November 1998 and August 1999 (GMPTE.A33 and GMPTE.A34). The consultation process included the two local authorities Wigan MBC and the City of Salford.
- 4.6.2 The reports to the Authority summarise in detail the results of both consultation exercises. In August 1999 the Authority requested officers to seek the formal agreement of Wigan MBC, Salford City Council and the Highways Agency to seek powers for the on highway bus priority sections of the route. This was obtained after detailed discussions with the Authorities concerned and was reported to the Authority on 4 February 2000.
- 4.6.3 The first round of consultation took place in June and July 1998. It comprised five public meetings on the route, distribution of 28,000 brochures (GMPTE.A35) and a mobile exhibition bus that visited a number of locations

in the area. 134 organisations were advised of the proposals and invited to submit their views.

- 4.6.4 This was followed by a programme of public liaison comprising informal meeting with equestrian interests, exhibitions attended by GMPTE staff in Leigh and Tyldesley libraries and presentations to and discussions with a range of local organisations.
- 4.6.5 With some exceptions the organisations consulted were in favour of the scheme although they raised concerns that GMPTE has sought to address with them. For example, the National Farmers' Union was concerned about the impact on local equestrian facilities as the equestrian economy may provide a source of income growth to local farmers.
- 4.6.6 The consultation with the public raised a number of concerns about the principle of the scheme - including preferences amongst some people for a rail or a bus alternative. Loss of cycleways, equestrian facilities and walkways was another area of concern. This has been addressed in the detailed design of the proposals as described in Section 5. Environmental concerns were also raised and have been addressed in the Environmental Statement and mitigation measures described in Section 8 below.
- 4.6.7 Concerns about noise and air pollution in the vicinity of the QBC were also raised. GMPTE will require all buses using the QBC to meet stringent EU environmental standards as a condition of using the Busway. The means by which this will be achieved is described in Section 7.2.
- 4.6.8 Some consultees believed that traffic congestion on the A580 would increase. As Section 5.14 shows, the scheme has been designed to ensure that car users on the A580 will still have the same overall journey times. This was a specific concern of Salford City Council whose officers are satisfied that this will be achieved.
- 4.6.9 As a result of this a number of changes were made to the proposals. These included
- Reducing the maximum speed from 80 km per hour (50 mph) to 65 Km per hour (40 mph) with consequent changes to the horizontal and vertical profiles to maintain overall journey times.
 - Re-locating some of the proposed stops to increase personal safety.
 - Doubling the width of the Busway below Hough Lane Bridge to remove a bottleneck and potential hazard.
 - Amendments to crossing design.
 - Modifications to accommodate continued agricultural activity with advice from the local farming community.

- Better controls to prevent unauthorised use by motorcycles.

- 4.6.10 A second consultation exercise was carried out on the basis of the amended proposals. These also included more detail on the proposed footpaths, cycleways and bridleways. This followed the same pattern of seven public meetings, distribution of brochures giving further detail of the proposals (GMPTE.A36, 37 and 38), an exhibition that visited 13 centres along the QBC, information sheets on topics that had caused concern in the first consultation (GMPTE.A39) and further community liaison.
- 4.6.11 A feature of this stage of the consultation was a survey of car drivers using the A580. These were distributed to drivers whilst they were waiting at traffic signals at two junctions on the section of the A580 affected by the QBC.
- 4.6.12 On this occasion, the number of people attending public meetings was less and the strength of opposition to proposals was also less. About 250 people attended the meetings and over 1,000 attended the exhibitions. The relative importance of the various concerns changed. Impacts on trees and wildlife and the local detail of the scheme becoming the most important. The number of concerns raised in regard to equestrian issues reduced from 49 to 5.
- 4.6.13 This stage of the consultation was the first to cover the section of the route to the east of Ellenbrook that includes the on highway bus lanes. Concern was raised about the impact of the bus lanes on congestion in this area and on the local bus services in the Worsley, Boothstown and Ellenbrook areas. The ways in which these concerns have been addressed are set out in Sections 5.11 and 7.2 respectively.
- 4.6.14 On this section of the route 70% of the responses from individual members of the public were supportive of the principle of the scheme although specific concerns were raised.
- 4.6.15 About 500 responses were received from car drivers and just over 50% were in favour of the proposals. However, there was concern about the impact on the capacity of the A580 at peaks.
- 4.6.16 As part of both consultation exercises, two public opinion surveys were carried out by Harris Research Centre - an independent market research company (GMPTE.A40). Over 500 people living in the area of the guided Busway section were interviewed by telephone in 1998. This showed that:
- Almost 65% of people interviewed thought that the proposals were a good idea.
 - About 75% said that they were likely to use the service if the Busway is built.
 - Non users of public transport were as likely to use the service as existing users of the bus services.

- 4.6.17 The second survey covered the whole of the area to be served by the QBC and was carried out in May and June 1999. The main conclusions were:
- 66% of those interviewed considered the proposals good or fairly good. 20% thought that they were bad or fairly bad, whilst 14% were neutral.
 - Public transport users had more positive opinions than non users.
 - The most positive opinion of the proposals came from the Leigh, Atherton areas and from the area adjacent to the A580 road.
- 4.6.18 These surveys showed that there is public support for the proposals that GMPTE has been developing and for improving public transport links in the areas concerned.
- 4.6.19 Again, the scheme proposals were modified as a result of the consultation exercise. These included:
- Modifications in the Lilford Brook area to avoid the need to acquire land from local residents.
 - Further modifications to crossing points following comments from local farmers.
 - Modification to stop design following consultation with Greater Manchester Police Architectural Liaison Officer.
 - Changes to the proposals for the design and maintenance of the bridleway following consultation with organisations responsible for upkeep of bridleways elsewhere in the country.
 - Changes to the location of the proposed park and ride site on the A580 from the Mesne Lea Park area to the presently proposed site at the junction with the M60.
- 4.6.20 Further local consultation was carried out in 2001 on a small number of specific new proposals. The first of these was for the Astley Street park and ride site. The second was for a package of proposals in the Hough Lane area comprising a relocated stop, a new park and ride and crossing Hough Lane itself on the level instead of going under the bridge used by the former railway. Finally, it was also proposed to cross Sale Lane on the level instead of passing under it through a bridge.
- 4.6.21 Throughout the consultation process GMPTE has been willing and in many cases been able to modify its proposals to meet the concerns of local residents and other stakeholders in the areas to be served. The results of the consultation, GMPTE's proposed modifications and its responses to the matters of principle that have been raised were reported in detail both to the Passenger Transport Authority and to Salford and Wigan Councils. There has been ongoing liaison with Salford and Wigan Councillors and Officers.

4.6.22 Since the completion of the consultation several time consuming tasks have been carried out. These include improving the scheme specification and preparation of a comprehensive environmental statement. GMPTE has also sought to acquire the necessary land by agreement rather than using compulsory purchase powers. There have been considerable legal complications in trying to ensure that the scheme as a whole can be considered at a series of contemporaneous inquiries. As a result of this there has been a longer than normal period between completion of consultation and the application for the Order.

5 DESCRIPTION OF THE ROUTE

5.1 ROUTE SECTIONS

5.1.1 The route of the proposed QBC is described in four sections:

- the on-street section between Leigh Bus Station and East Bond Street, Leigh;
- the off-highway guided Busway between East Bond Street and Newearth Road, including the spur to Higher Folds;
- the on-highway bus priority measures for buses on the A580 between Newearth Road and Irlam o' th' Heights;
- arrangements for quality buses between Irlam o' th' Heights and Manchester City Centre.

5.2 LEIGH BUS STATION - EAST BOND STREET

5.2.1 As already stated, the QBC services will commence in Leigh Bus Station, departing from a specially allocated stand refurbished to Quality Bus Corridor standards.

5.2.2 The buses will access the end of the Busway via Spinning Jenny Way, Lord Street South and Princess Street. Highway and traffic signal improvements will be implemented along this section to permit bus lanes to be introduced, which will enable the QBC services to bypass local traffic congestion.

5.2.3 Princess Street is suitable for two-way bus operation. Chapel Street will be closed to permit the widening of Spinning Jenny Way, with traffic diverted to Queen Street. This will also serve to simplify traffic movements at the former Queen Street/Chapel Street junction, as well as allowing most of the former land occupied by Chapel Street to be released for development purposes.

5.3 OFF-HIGHWAY GUIDED BUSWAY

5.3.1 Between East Bond Street and Newearth Road, the present railway corridor will be transformed into a linear park containing the Busway and a recreational route alongside, designed for use by walkers and cyclists, with provision also being made for equestrians on the length between Holden Road and Astley Street.

5.3.2 Powers are also being sought for a spur from the main Busway to the northern edge of the Higher Folds area. This will run along the line of Cooling Lane, connecting into Sandringham Drive at Higher Folds. This will enable QBC services to operate between Tyldesley and Leigh via Higher

Folds, proceeding between Higher Folds and Leigh via the existing road system.

5.3.3 The existing railway corridor contains an informal, unsurfaced path surrounded by uncontrolled vegetation, with the exception of a short length east of Well Street where the path is surfaced and lit. In addition to building the Busway, the aim is to create an all-weather recreational path suitable for pedestrians, cyclists and horse riders passing through flora, both existing and new, which will be properly landscaped and maintained.

5.3.4 To achieve this transformation of the corridor, ground remodelling will be needed, as well as the introduction of new planting, the recreational route and the Busway. Many of the existing embankments will be removed and cuttings filled, with the aim of providing:

- a guided Busway alignment suitable for safe operation at 40 mph
- at-grade traffic-signalled junctions where the Busway crosses public highways (at East Bond Street, Holden Road, Astley Street, Well Street, Hough Lane, Sale Lane and Newearth Road)
- a Busway bridge across City Road
- bus stops at ground level, adjacent to public highways
- safe crossings of the Busway at all points where existing public rights-of-way cross the railway corridor
- safe crossings of the Busway for farm access purposes at all points where farm operations will continue to require to cross the Busway
- a recreational route 3m in width west of Holden Road and east of Astley Street, and 4.5m in width between these two points
- space for new landscaping where needed.

5.3.5 In addition, the ground remodelling seeks to locate the Busway and recreational route at a position and level at which environmental impact on neighbouring properties, including noise and visual intrusion, will be minimised consistent with other design criteria. For example, if buses were to run along the tops of existing embankments, passengers would have a clear view over fences and down into adjacent properties. By removing embankments and placing the Busway at ground level, the boundary fence will then obscure the view.

5.3.6 The spur to Higher Folds will be constructed at the existing level of Cooling Lane. It will include a 4.5m recreational route and landscaping.

5.3.7 Bus stops will be provided with platforms on both sides of the Busway at the following locations:

- on the east side of East Bond Street
- on the west side of Tyldesley, where the Busway passes by the end of King William Street
- east of Astley Street, to include a small bus interchange between QBC and local services
- on the east side of Hough Lane
- on the west side of Sale Lane
- on the west side of Newearth Road.

There will be no stops on the short spur to Higher Folds.

5.3.8 In addition, park-and-ride car parks are provided adjacent to the proposed stops at East Bond Street, Astley Street and Hough Lane.

5.4 GUIDED BUSWAY

5.4.1 At this stage, it is intended that the guided Busway will be constructed using conventional kerb-guided technology, although other forms of guidance (for example electronic or optical) would not be ruled out if technological developments render them preferable in due course. However, a conventional kerb-guided Busway track essentially comprises two concrete strips in each direction, each just 600mm wide in order to bear the double wheels of a bus. Contiguous with the outer edges of each pair of strips are concrete or steel upstands, about 180mm in height.

5.4.2 The buses are fitted with small, horizontal wheels attached to the steering system which bear against these upstands as the bus proceeds along the track. As the track changes direction, this is physically transmitted to the steering system of the bus through the horizontal guide wheels, and the steering of the vehicle is automatically adjusted without driver intervention. The driver controls power, braking and all other bus systems, but does not require to touch the steering wheel when the vehicle is operating in guided mode.

5.4.3 Using guided bus technology offers a number of advantages over unguided buses for the present scheme:

- A narrower track is needed than if a conventional roadway were to be used, due to there being no need to allow for the normal variability in driver steering, which is useful in the confined space available in the former railway corridor and maximises the space available for landscaping.
- Grass can be planted between the concrete strips, thereby minimising the width of hard surfacing and visual intrusion of the Busway in an essentially rural corridor.

- Buses can be guided into the bus stop platforms on a fixed alignment, meaning that these can be constructed at a height and position designed to minimise level differences and gaps between platform and bus for boarding and alighting passengers.
- Lack of conflict with other vehicular traffic as guided buses are the only vehicles allowed onto the Busway.
- It gives a smoother passenger ride, free of the surface vagaries of normal highways.
- It creates the opportunity to distinguish this QBC, in image and reality, from normal bus routes.

5.4.4 Adjacent ground is placed at the same level as the tops of the guidance upstands, so that the Busway is effectively slightly depressed below ground level. However, at footpath and highway crossings, the guidance upstands are dispensed with and crossings are made at the same level as the Busway tracks. On straight or almost-straight track, it is possible for buses to negotiate small gaps in the guidance upstands without driver interference. At longer gaps, the downstream entry back into the Busway is laid out in a funnel shape, so that buses are guided back onto the downstream concrete strips. Driver assistance or attention is usually needed in these circumstances.

5.4.5 The proposed Busway would be designed to an alignment which will permit buses to operate at up to the proposed 65 kph (40 mph) speed limit between stops. Curve radii, super-elevation, gradients and driver forward sight distance will all be suitable for this speed of operation in terms of both safety and passenger comfort, as on a normal highway.

5.5 TRAFFIC SIGNAL JUNCTIONS

5.5.1 Where the Busway crosses public highways, the crossing will be similar to a normal road junction and traffic signals will be provided to avoid conflicts between Busway and other traffic. The signals will usually be green for traffic on the public highway, but will change when an approaching bus is detected on the Busway. Only those buses licensed to use the Busway will be permitted to turn on and off it at such junctions. All other traffic will simply pass across on the public highway. The signals will include stages for pedestrians, cyclists and equestrians (where appropriate), which will be called on demand.

5.6 BUS STOPS

5.6.1 As already noted, the bus stops will comprise platforms raised to bus floor level, contiguous with the sides of the Busway track. They will be long enough to accommodate a single bus of the maximum length likely to use the Busway, and will be equipped with full quality bus stop infrastructure such as

shelters, fixed and real time information, seats etc. They will also be equipped with off-bus ticket machines.

- 5.6.2 Stops will be fully lit, and fitted with public address facilities and emergency contact points. All platforms will have a minimum of two exit routes. Where necessary, they will be equipped with CCTV. At each stop, the platforms will be placed opposite each other for maximum inter-passenger surveillance. They will effectively be like small Metrolink stops.
- 5.6.3 Stops will also be linked to the nearest public highway(s) with lit paths at gradients suitable for the mobility impaired. In some cases, the links will be along adjacent sections of the recreational route.

5.7 BUSWAY CROSSINGS

- 5.7.1 Existing public rights-of-way and farm access routes across the railway corridor will be maintained (with one exception - see below), with safe arrangements made for existing users (including equestrians where appropriate) to cross the Busway. The essential features of each crossing will be:
- Approaches to crossings to be at 90o to the Busway.
 - Approaches, surfacings and signing to be designed to alert users to the fact that they are about to cross the Busway.
 - In particular, path users will not be able to pass directly onto the Busway without having to negotiate some form of deviation or restriction in the path.
 - Good intervisibility between users waiting to cross (and crossing) and approaching buses.
 - Special arrangements for farmers taking heavy vehicles or animals across the Busway.
- 5.7.2 Approaching buses will be highly visible to those waiting to cross the Busway due to the clear view available along the Busway and an instruction to drivers to use their headlights at all times when on the Busway. The time taken to cross the Busway will be no more than that needed to cross a normal single carriageway road.
- 5.7.3 Farm access arrangements will be maintained as at present except between Miller's Lane and Cooling Lane, where provision is made for a new farm access track along the south side of the Busway. This will replace a present farm access route along the alignment of the Busway.

5.8 RECREATIONAL ROUTE

- 5.8.1 The recreational route will run alongside the Busway, although it will have a more informal alignment better suited to recreational use. Compared with the smooth alignment of the Busway, the path will tend to meander to suit the space available, the local topography, local landscaping proposals and the need to interface with cross-paths. It will be constructed to a maximum gradient of 5%, to suit the needs of cyclists and wheelchair users. Those sections for walkers and cyclists only will be 3m wide with 0.5m shoulders, while the section of route between Holden Road and Astley Street will be 4.5m wide with shoulders. This width will accommodate equestrians as well. The path will be separated from the Busway by fencing throughout, except at crossing points.
- 5.8.2 The path will be hard surfaced where it replaces an existing length of hard surfaced path (in the Astley Street - Well Street area). Elsewhere, it will be firmly surfaced with fine crushed stone, suitable for walkers, cyclists and horses (walking or trotting). The aim is to minimise differential speeds between users by avoiding surfacings that might encourage faster movement.
- 5.8.3 The 3.0m wide lengths of paths will be marked by a centreline, with one side allocated to cyclists and one to walkers.
- 5.8.4 The 4.5m width lengths of path will also be divided into two parts, comprising a 1.5m strip on the Busway side for walkers, a 0.5m divider strip, and a 2.5m strip on the other side for equestrians.
- 5.8.5 The recreational route will also be used as a means of access to the Busway by emergency vehicles if necessary, and locked gates will be provided at public highways to enable such vehicles to enter the path.

5.9 LANDSCAPING

- 5.9.1 The Busway corridor will be carefully landscaped throughout with appropriate landscaping and planting to:
- Compensate for the loss of natural vegetation, which will have to be cleared to create space for the construction of the Busway and recreational route.
 - Ensure that the corridor will be a visually attractive place for bus passengers and recreational users to pass through.
 - Ensure that the visual impact of the Busway on viewpoints (including residential properties) external to the corridor will be minimised or the appearance of the corridor enhanced.
- 5.9.2 The alignment of the Busway and recreational route have been designed to maximise the opportunity for quality landscaping within the corridor.

5.9.3 Arrangements have been made between GMPTE and Wigan Council for the regular upkeep and maintenance of the recreational route and landscaping by warden(s) allocated to the corridor.

5.10 PARK-AND-RIDE SITES

5.10.1 Three park-and-ride sites are proposed along the off-highway Busway at the stops at:

- East Bond Street (approximately 70 spaces)
- Astley Street (approximately 50 spaces)
- Hough Lane (approximately 70 spaces).

5.10.2 The park-and-ride sites are intended to:

- attract motorists who might otherwise be tempted to park on residential streets adjacent to other stops;
- maximise the attractiveness of the QBC to motorists living near the system but beyond personal walking distance.

5.10.3 Although the boundaries of each of the sites have been fixed, the exact number of spaces within each site will be subject to detailed design. Factors to be taken into account will include the precise topography of the site, the preferred layout of spaces and the areas to be allocated to landscaping and pedestrian routes. The sites will be secure and will be accessed from the nearest public highway, without the need for vehicles accessing the sites to pass any residential property frontagers en route.

5.11 A580 SECTION - NEWEARTH ROAD TO IRLAM O' TH' HEIGHTS

5.11.1 The QBC services will pass along Newearth Road between the end of the Busway and the A580 East Lancashire Road. This section of road has no frontage access and the traffic generally flows freely. Apart from the Busway junction and the A580 junction, no QBC improvement is proposed to this length of highway. Between junctions, QBC services will simply operate within the existing traffic.

5.11.2 However, the A580 between Newearth Road and Irlam o' th' Heights (where it joins the A6 Manchester Road) is subject to significant traffic congestion eastbound during the AM peak period and westbound during the PM peak period. Consequently, a series of bus priority and queue management measures is proposed in both directions along this length of the route.

5.11.3 The bus priority facilities can be described as:

- Verge-based bus lanes west of the M60 motorway.

- On-highway bus lanes east of the M60 motorway.
- 5.11.4 Queue management and traffic signal operational strategies apply to the scheme as a whole.
- 5.11.5 A park-and-ride site is also proposed where the A580 passes beneath the M60 motorway.
- 5.11.6 The separate elements of this part of the QBC scheme are described in Sections 5.12 to 5.14 below.

5.12 VERGE-BASED BUS LANES WEST OF THE M60

- 5.12.1 Bus lanes will be provided in the verges of the road, where necessary, to permit buses to bypass queuing traffic. In the eastbound direction, these will be:
 - From Newearth Road to Walkden Road throughout.
 - From the bridge over the disused railway to Old Clough Lane.
 - Through the M60 interchange.

In the westbound direction, bus lanes will be provided as follows:

- From Old Clough Lane to the adjacent bus stop on the west side of the junction.
 - From the bridge over the disused railway line to Walkden Road.
 - On the approach to Newearth Road.
- 5.12.2 Other proposals for this length of the A580 include:
 - Putting traffic signals at the junction between the A580 and Old Clough Lane.
 - widening of the A580 carriageways at Walkden Road and Old Clough Lane.
 - Realignment of the existing facilities for pedestrians and cyclists alongside the A580 where necessary to accommodate the new bus lanes. In such cases, widened footways and cycle tracks are proposed to bring them up to contemporary standards where this is not the case at present.
 - 5.12.3 It is also proposed that the speed limit on this section of the A580 be reduced from 60 mph to 50 mph, to reflect the increased numbers of traffic signals and to maximise safety for pedestrians crossing the road. Additional pedestrian crossing facilities will be provided at Old Clough Lane and will be improved elsewhere.

- 5.12.4 Buses will freely enter the verge-based bus lanes by diverging from the existing carriageway. Downstream exit from the bus lanes will be into a conventional bus lane setback on both the eastbound and westbound approaches to Walkden Road. Elsewhere signalled controlled bus gates will be provided to facilitate bus re-entry to the main carriageway. These can be used to give buses priority access back onto the main carriageway by appropriate interruption of the normal signal staging and timings.
- 5.12.5 The impact of the proposed bus lanes on the operation of existing junctions along this section of the A580 has been modelled. All junctions will operate at least as well as at present (in terms of spare capacity), while still affording priority to QBC services and other vehicles permitted to use the bus lanes.
- 5.12.6 Existing bus stops will be retained along this section of the A580, but subject to minor relocation and upgrading to serve quality buses as well at three locations - just east of Newearth Road, at Walkden Road and at Old Clough Lane.

5.13 PARK-AND-RIDE SITE BENEATH THE M60

- 5.13.1 The A580 passes beneath a largely elevated, free-flowing interchange with the M60, and there is unused land at ground level. Planning approval is being sought for a park-and-ride car park of approximately 270 spaces here, located on the north side of the A580.
- 5.13.2 The eastbound bus lane on the A580 will be diverted to serve the car park. There will be a signal controlled access from the A580 for both buses and cars, with provision for buses from Manchester to terminate within the car park and return to the city centre.
- 5.13.3 A westbound bus stop and lay-by will be provided on the A580, with a pedestrian route to the car park via the signalised access junction.

5.14 ON-HIGHWAY BUS LANES BETWEEN M60 AND IRLAM O' TH' HEIGHTS

- 5.14.1 Between the M60 and Irlam o' th' Heights, there are frontage properties and service roads along much of the route, and insufficient space within existing highway boundaries to provide a system of verge-based bus lanes. As a result, it is proposed to create on-highway bus lanes by converting kerbside traffic lanes to bus lanes, and applying a queue management strategy. This strategy will involve preventing queues extending back through upstream junctions (by adjustments to the signal timings) and relocating queuing traffic displaced by the new bus lanes to lengths of road where there is space to accommodate it.
- 5.14.2 In physical terms, this part of the QBC comprises:

A580 eastbound carriageway

- Signalisation of the eastbound merge between the M61 slip road and the A580 at the M60
- Kerbside bus lanes between
 - The M60 slip-road and Moorside Road
 - Moorside Road and Worsley Road
 - Worsley Road and Eccles Road
 - Eccles Road and Lancaster Road, extending through the junction with Lancaster Road to a point approximately 140m east thereof
- A new bus stop lay-by just east of Moorside Road
- New and improved pedestrian crossing facilities
- Complementary minor highway and junction modifications.

A580 westbound carriageway

- Kerbside bus lanes between:
 - Irlam o' th' Heights roundabout and Lancaster Road, partly on the slip-road from the roundabout and partly on the A580
 - Lancaster Road and Eccles Road
 - Eccles Road and Worsley Road
 - Worsley Road and Moorside Road
- New and improved pedestrian crossing facilities.
- Complementary minor highway and junction modifications.

5.14.3 Full width bus lanes commence a minimum of 100 metres from the upstream junction, and terminate at an appropriate setback from the downstream junction. The setbacks are designed to provide queuing space for left-turners and sufficient straight-on vehicles to ensure that adequate junction entry capacity is maintained, while ensuring that buses emerging from the downstream end of the bus lane will gain entry to the junction not later than the next green stage for the A580.

5.14.4 QBC bus stops will be provided (in both directions):

- Just east of Moorside Road
- East of Worsley Road
- Just east of Barton Road (between Eccles Road and Lancaster Road).

- 5.14.5 Some stops for local bus services will be relocated to enable them to be located at the same places as the QBC stops. Local buses currently routed via the frontage roads between Worsley Road and Eccles Road will be diverted onto the bus lanes on the main A580 carriageways, reducing traffic on these access roads.
- 5.14.6 The conversion of kerbside lanes from general traffic use to bus lanes will result in a reduction in storage space for traffic queuing at signalised junctions at Moorside Road, Worsley Road, Eccles Road and Lancaster Road. At peak periods, it will be necessary for displaced vehicles to queue upstream of:
- Moorside Road in the eastbound direction during the morning peak period
 - Lancaster Road in the westbound direction during the afternoon peak period.
- 5.14.7 Overall journey times along the A580 will not be significantly affected. The bus lane setbacks will be used to maintain traffic capacity at junctions along the route, which means that due to the reduction in the total number of queuing vehicles on the sections of road concerned, traffic will progress more rapidly from one junction to the next.

5.15 QBC ARRANGEMENTS EAST OF IRLAM O' TH' HEIGHTS

- 5.15.1 East of Irlam o' th' Heights, three factors come into consideration. Firstly, there are higher flows of existing bus services. Secondly, there are already bus priority facilities in place. Thirdly, the space available for new bus lanes is very restricted.
- 5.15.2 As a result, it is intended that QBC services will make maximum use of existing bus priority facilities, with only minor changes to minimise impedance of QBC services by local buses.
- 5.15.3 Between Irlam o' th' Heights and Chapel Street, the following QBC schemes are proposed:

A6 eastbound

- Modifications to bus lanes and road markings on the eastbound approaches to the Pendleton roundabout from Eccles Old Road and the slip road from the A580

- Construction of a lay-by for a co-located local and QBC bus stop at Salford University.

A6 westbound

- Construction of a lay-by for local bus services at Acton Square (just west of Albion Square, opposite the University)
- Construction of a lay-by for a QBC stop and associated footway access on the approach to the Pendleton roundabout (on the slip road from the A580).

5.15.4 QBC stops will be provided in both directions at:

- A point just east of the Pendleton Roundabout (on the A580 slip roads)
- Salford Crescent rail station (on the A6)
- Salford University.

5.15.5 Beyond the Chapel Street/New Bailey Street Junction, QBC services will proceed to one or more terminating points within Manchester city centre. Routings can remain flexible at this stage but can be determined on the basis of:

- Passenger demand
- The bus routing strategy for the city centre.

The QBC services will be able to take full advantage of bus priority facilities already in place within the area. However, bus stop infrastructure to QBC standards will be provided at stops used by the QBC services in central Manchester.

6 PRELIMINARY APPRAISAL

6.1 DTLR REQUIREMENTS

- 6.1.1 Any public transport scheme that costs more than £5 million must be the subject of a full appraisal that conforms to the New Approach to Transport Appraisal (NATA). In the context of public transport schemes the approach is set out in Major Scheme Appraisal in Local Transport Plans, Part 1: Detailed Guidance on Public Transport Schemes, DTLR, 2001 (GMPTE.A42). This was introduced following the publication of the Transport White Paper (GMPTE.A22).
- 6.1.2 The objective was to introduce a system of appraisal for both roads and public transport that encompassed a wider range of impacts than the economic and financial appraisals that have been used for many years.
- 6.1.2 This has supplemented rather than replaced the economic and financial appraisals. A significant change is that the Department of Transport, Local Government and the Regions now needs to approve the economic appraisal and be satisfied that the scheme meets government criteria for funding before it will permit a Transport and Works Act application to be submitted.
- 6.1.3 The implication of this that if the statutory applications are granted and there are no modifications to the scheme that significantly increase its costs or reduce its benefits, the scheme will qualify for funding. Provided sufficient funding is available to the Department, the scheme will be built. In the past, consideration of the funding case did not take place until all statutory powers were in place and schemes could be given powers without there being any certainty that they would even meet the funding criteria.

6.2 THE ECONOMIC CASE

- 6.2.1 An economic appraisal of the proposed QBC as a whole was carried out for GMPTE by Steer Davies Gleave - a consultancy specialising in transport planning and economics. This complied in full with the guidance given in Annex E of the DTLR's guidance on Local Transport Plans. It was submitted to the Department in July 2000 with a supplementary submission being made in October 2000. The supplementary submission included additional information that was not available in time for the July submission. Both submissions were consolidated into a final report in January 2001 (GMPTE.A43).
- 6.2.2 The economic appraisal examined the capital costs, operating costs, benefits to passengers and benefits to non-users. Passenger benefits come from the reduction in journey times that would be brought about by the QBC. These were calculated on the basis of the total time (comprising access to and from

the stops, waiting and the time spent on the bus itself) for each journey and the changes in these that result from the addition of the QBC services.

6.2.3 In a similar way an estimate of how many people using cars for their journeys will change to bus if the QBC service is provided was made. This then forms the basis of the estimate of benefits to the community as a whole, which comprise reduced congestion and accident costs on the road network and environmental benefits resulting from this modal transfer.

6.2.4 With the exception of the environmental impacts, it is possible to place a value on all of these benefits using methods that have been developed by or approved by DTLR for the appraisal of public transport schemes. This common methodology is consistent with but differs in detail from the methods used for road schemes. A common appraisal method is essential if the Department is to make comparisons of different schemes.

6.2.5 The costs and benefits that recur every year are all expressed as a lump sum taking account of the fact that they occur into the future. To do this the appraisal allows for the impacts of economic growth (which will lead to higher car ownership in the future). It also systematically places less weight on costs and benefits the further into the future that they occur. This latter process is known as discounting.

6.2.6 By discounting the costs and benefits that occur into the future and expressing them as a lump sum, a comparison of the net benefits with the initial capital costs can be made.

6.2.7 The results of this show that the total benefits of the scheme were £27.84 million and exceed its total costs by £9.7 million and that there is a benefit of £1.43 per £1 of costs.

6.2.8 The economic appraisal is currently being reviewed and an updated appraisal will be presented in evidence.

6.3 THE NATA APPRAISAL

6.3.1 The New Approach to Transport Appraisal (NATA) supplements the economic and financial appraisal by assessing the performance of the scheme against five policy criteria:

- Environment
- Safety
- Economy
- Accessibility
- Integration.

Each of these is divided into sub-criteria. For example, the environment criterion comprises sub-criteria relating to noise, local air quality, greenhouse gases, landscape, townscape, heritage, biodiversity, water environment, physical fitness and journey ambience.

6.3.2 The proposed scheme is evaluated against each of the sub-criteria with a qualitative and, where possible, a quantitative measure of the impacts of the scheme compared with the do-minimum being made. An assessment is then made of the overall impact on each sub-criterion on a scale of

- Strongly adverse
- Adverse
- Slight adverse
- Neutral
- Slight Beneficial
- Beneficial
- Strongly beneficial.

6.3.3 The methodology used to estimate the impacts on the environmental sub-criteria is specified by DTLR and differs from that used for the Environmental Impact Assessment described in Section 8 below. The Environmental Impact Assessment was also made on the basis of fuller and more up to date information than was available for the NATA exercise.

6.3.4 The results of the NATA appraisal are given in GMPTE.A43. In summary this showed that the proposed QBC has:

- No strongly adverse or adverse impacts.
- Slightly adverse impacts in specific locations on noise, local air quality, landscape and biodiversity.
- Neutral impacts on townscape, water environment, and severance.
- Slight beneficial impacts on heritage.
- Beneficial impacts on physical fitness, journey ambience, accidents, security, reliability, transport interchange and land use policy.
- Strong beneficial impacts on wider economic impacts, option values and access to the transport system.

6.4 CONCLUSIONS

6.4.1 The proposed Quality Bus Corridor has been subjected to the government's appraisal tests and the Department of Transport, Local Government and the Regions has accepted that a robust case for funding has been made. This analysis was based on information that was available at the time that the

appraisals were carried out and, as already stated, an updated set of appraisals will be presented in evidence.

7 OPERATING THE QUALITY BUS CORRIDOR

7.1 MINIMUM LEVEL AND QUALITY OF SERVICE

7.1.1 To achieve the objective of providing a high quality bus link along the QBC it is essential that a consistently high level and quality of service is provided. As a minimum GMPTE will procure the following:

- A minimum service of 6 buses per hour in both directions between Leigh and Manchester between the hours of 0700 and 1900 on Mondays to Fridays and between 0800 and 1900 on Saturdays.
- A minimum service of 4 buses per hour in both directions between 0600 and 0700 Mondays to Fridays, 0600 and 0800 on Saturdays, 1900 and 2300 on Mondays to Saturdays and between 0800 and 2300 on Sundays.
- All buses operating on the QBC will be fully accessible to wheelchairs and meet in full the accessibility standards set by the Disabled Persons Transport Access Committee (DPTAC).
- All buses operating on the QBC will meet in full Euro 3 engine emission requirements and will produce the minimum possible levels of external noise.
- Additional detailed requirements for buses using the QBC will cover cleanliness, driving standards, passenger information etc.

7.2 OPTIONS FOR PROCURING THE SERVICE ON THE QUALITY BUS CORRIDOR

7.2.1 There are several ways in which GMPTE can procure the required level and standard of service. It is precluded by the Transport Act 1985 from operating bus services itself and will need to use one or more ways that are open to it to get operators to provide the service. These are:

- Licensing operators to use the guided Busway section of the QBC.
- Commercial operation by bus companies as part of a statutory Quality Partnership Scheme (QPS).
- Contracts between the operator and GMPTE.
- Statutory Quality Contracts.

Licensing operators to use the guided Busway section of the QBC

- 7.2.2 The guided section of the QBC will be a private right of way owned by GMPTE. It can therefore set conditions under which operators will be allowed to use the guided Busway. This will be used to ensure that the environmental and quality standards set for vehicles and services are met by all buses using the guideway. It will also be used to ensure that they are fitted with appropriate guidance mechanisms and that they are operated in accordance with GMPTE's requirements covering maximum speeds on the Busway etc.
- 7.2.3 GMPTE could also use the licensing regime to ensure that services are provided to minimum frequencies, although, at this stage, it prefers to follow the path set out in the following paragraphs.

Commercial Operation by Bus Companies as Part of a Statutory Quality Partnership Scheme (QPS)

- 7.2.4 Under Sections 114 to 123 of the Transport Act 2000 the Authority, jointly with the relevant Highways Authorities (in this case Wigan MBC, City of Salford and the Highways Agency) can create a Quality Partnership Scheme. The principles are set out in the legislation and can be summarised as:
- The Authorities provide facilities for bus services which in this case will include the Busway, bus lanes, signal priority, stops, shelters, raised kerbs and footpath access to bus stops etc.
 - The Authorities specify the quality of vehicles and services that will be required as a condition of using the facilities by bus operators.
 - Operators who meet the criteria are allowed to use the facilities.
 - Operators who do not meet the criteria are prohibited by the Traffic Commissioner from operating services that use the facilities.
- 7.2.5 The QPS will therefore provide a means by which the Authority - through GMPTE - can use to ensure that all services on the QBC meet the access, environmental and other quality requirements set out in paragraph 7.1.1.
- 7.2.6 It cannot, however, be used to specify the frequency of services. However, it is likely given that projected demand for the service estimated in the economic appraisal is 1.5 million passengers per year that operators will run most of the required service on a commercial basis. The financial appraisal confirms that revenues will be in excess of operating costs by about £0.5 million per year. This supports the argument that the service is likely to be provided commercially.

Contracts Between the Operator and GMPTE

- 7.2.7 In the event that the required frequency is not provided, GMPTE has powers under Sections 57 and 88 to 92 of the Transport Act 1985 to contract with operators to provide services that the Authority considers are necessary and which are not being provided commercially. If commercial operation results in either a lower frequency than that specified in paragraph 7.1.1 or a lack of services at some times of the day then a contract will be put out to tender for the required services.
- 7.2.8 Under this procedure GMPTE specifies the level and quality of service that is required - including the timetable - and operators put in bids to GMPTE for the amount of subsidy that they require to provide the service. GMPTE then selects the bid that it considers gives it the best value for money (this is not necessarily the lowest bid). A contract can then be awarded for up to 5 years.
- 7.2.9 In this way the Authority can ensure that the level of service set out in paragraph 7.1.1 will be provided
- Entirely commercially, or
 - By a combination of commercial operation and contracted services, or
 - Entirely under contract to GMPTE.

Statutory Quality Contracts

- 7.2.10 Under Sections 124 to 134 of the Transport Act 2000, the Authority can apply to the Secretary of State to introduce a Quality Contract for the provision of bus services either on a specific route or in an area as a whole. The principle is that the Authority can specify the level of service, timetable, quality of vehicles, fares etc., then let a contract to one operator for the provision of the services. Once the Quality Contract is in place no other operators are allowed to run services on the route or in the area covered by the Quality Contract.
- 7.2.11 Setting up a Quality Contract involves extensive consultation and justification for the proposals to the Secretary of State. They are seen in policy terms by the government as an option to be used only when commercial operation and Quality Partnership Schemes fail to provide an adequate level of service.
- 7.2.12 Nevertheless, it is one way in which the Authority could ensure that the services it requires are provided and are not destabilised by unsustainable competition.

Impact on Other Bus Services in the Area

- 7.2.13 One of the concerns raised in the consultation process was that bus services that currently serve both Leigh and areas to the south of the A580 like Worsley and Boothstown would divert to the A580 to take advantage of the bus priority measures. GMPTE believes that these concerns are misplaced as there is considerable traffic for the bus services in these areas. Buses could now continue along the A580 to Manchester, yet the operators choose to serve Worsley and Boothstown instead, because there is sufficient demand from these areas to justify it.
- 7.2.14 Should such service reductions occur, the Authority has the powers to contract for the provision of subsidised services to replace them as described in paragraphs 7.2.7 to 7.2.9 above. These powers would be used to ensure that people in these areas do not suffer reduced access to the public transport network as a result of the QBC proposals. The same would apply to other areas presently served by the Leigh and Tyldesley to Manchester bus services.

8 ENVIRONMENTAL IMPACT ASSESSMENT

8.1 THE ENVIRONMENTAL IMPACT ASSESSMENT PROCESS

8.1.1 An environmental impact assessment (EIA) has been undertaken by specialist independent consultants to examine the potential impact on the environment of the proposals for a QBC between Leigh and Manchester. This assessment is reported on in an Environmental Statement (GMPTE.A12 to 14), which accompanies the Transport and Works Act Order application. The Environmental Statement covers the whole of the Quality Bus Corridor including the section that is the subject of this Application. This was done to ensure that a full picture of the environmental impacts of the proposal as a whole was given.

8.1.2 The information required by an Environmental Statement is prescribed by various pieces of legislation including Rule 11 and Schedule 1 of the Transport and Works (Applications and Objections Procedure) Rules 2000 (GMPTE.C9). The main elements of an Environmental Statement are (Rule 11):

- A description of the project comprising information on the site, the design and size of the proposed works.
- A description of the measures proposed to be undertaken in order to avoid, reduce and, if possible, remedy any significant adverse effects on the environment of the proposed works.
- The data required to identify and assess the main effects that the proposed works are likely to have on the environment.
- An outline of the main alternatives to the proposed works studied by the applicant and an indication of the main reason for his choice, taking into account the environmental effects.
- A non-technical summary of the information provided.

The above elements are contained in the Environmental Statement that supports the application for the Transport and Works Order.

8.1.3 These requirements are different from those of the NATA appraisal described in Section 6.3.1. The latter concentrates on a relatively few environmental impacts whilst the Environmental Statement is a fully comprehensive document.

8.1.4 Having determined that an Environmental Statement was required for the Leigh to Manchester QBC the next stage was to undertake a scoping exercise to identify those issues of potential environmental significance. For the Leigh to Ellenbrook guided section this was commissioned by GMPTE in 1997

(GMPTE.A44). That ‘Environmental Review’ identified that the following issues had potential environmental significance:

- Air quality.
- Ecology and nature conservation.
- Landscape, land use and visual amenity.
- Mining subsidence and contaminated land.
- Noise.
- Public amenity and recreation.
- Water quality.

8.1.5 The key findings of the review and reported in the Environmental Statement, were that all of the likely adverse impacts were of a local or local-district wide nature and that the majority were of moderate significance.

8.1.6 A similar exercise for the bus priority section of the route between Ellenbrook and Manchester was commissioned in 1999.

8.1.7 During the course of the EIA GMPTE commissioned various studies and field surveys to determine the location of significant elements of the landscape including individual trees; habitats and protected species; and contaminated land. In addition to these surveys GMPTE have undertaken two extensive public consultation exercises, the results of which have been incorporated into the EIA. The specialist consultants have undertaken consultations with key statutory and non-statutory organisations and have used current best practice and guidance in EIA throughout the assessment and in the production of the Environmental Statement.

8.2 STRUCTURE OF THE ENVIRONMENTAL STATEMENT

8.2.1 The Environmental Statement for the QBC (GMPTE.A12 to 14) is in two volumes. Volume 1 contains the main text of the Statement including the non-technical summary. The non-technical summary provides a short summary of all of the key parts of the ES using layman’s language.

8.2.2 Volume 2 is divided into five parts as follows:

Volume 2 Part 1: Figures and Illustrations.

Volume 2 Part 2: Appendices to Volume 1 (13 in all).

Volume 2 Part 3: A specialist report on ecology and nature conservation.

Volume 2 Part 4: A specialist report on noise and vibration.

Volume 2 Part 5: A specialist report on landscape and visual effects.

- 8.2.3 Volume 1 of the Environmental Statement has been arranged geographically to allow readers to quickly reference locations of interest, rather than on a topic basis whereby a single location would be referenced separately in different topic chapters.
- 8.2.4 In addition there are chapters that describe the overall scheme; the various methodologies used together with the overall approach to the assessment; and an appraisal of the proposals in terms of local, regional and national policies and plans. A separate chapter is provided on the construction phase of the proposals. The final chapter summarises the environmental impacts in tabular form.

8.3 ALTERNATIVES

- 8.3.1 In accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (GMPTE.C11) and the Transport and Works Rules (GMPTE.C9) the main alternatives to the QBC have been assessed in outline together with the environmental implications of those alternatives. Heavy rail, light rail, bus schemes and interchange schemes have all been considered. Only the QBC along the former Leigh to Ellenbrook rail corridor addresses the poor accessibility of the area with fewer environmental impacts.
- 8.3.2 The reinstatement of a heavy rail along the corridor would preclude a recreational route adjacent to the line as is currently proposed. This loss of amenity would be compounded by the need to have those rights of way that currently cross the corridor at grade to be either stopped up or redirected via new bridges or underpasses. A heavy rail line would require the reinstatement or reconstruction of bridges and attendant embankments and/or cuttings at Holden Road, Lilford Park Brook, Astley Street, Well Street, Hough Lane and Sale Lane.
- 8.3.3 A completely new line would need to be constructed on embankment between Sale Lane and the existing Walkden-Atherton Line to link with the wider rail network. In addition to these major structures, a rail line would need to be several metres higher above the surrounding countryside than the QBC. It would also require a greater clearance of existing vegetation than is needed for a QBC and would have a track bed composed of ballast rather than two narrow concrete beams with a grass surround.
- 8.3.4 Any one of these requirements would necessitate a significantly greater loss of existing vegetation than the construction of the QBC. Together, they would result in most of the existing vegetation being removed with significant detriment to the wildlife of the corridor. Any new railway stations at Leigh and Tyldesley would also require significant more land than is currently

proposed for the quality bus stops. A significant majority of these features would, individually, result in a greater permanent visual impact locally than would be the case with the construction of the QBC.

- 8.3.5 Overall, a heavy rail scheme would lead to significant adverse visual impacts throughout the corridor. In addition, levels of noise and vibration generated by trains running on a heavy rail line would be significantly greater than buses running along a guided bus corridor. Many more properties adjacent to the corridor would be impacted upon.
- 8.3.6 A light rail option would require overhead wires and gantries which would significantly detract from the openness of much of the current corridor.

8.4 LAND USE

- 8.4.1 Between Leigh and Ellenbrook the QBC traverses a mosaic of landscapes from urban, through suburban and urban fringe to agricultural. East of Ellenbrook, the landscape is heavily built upon. Within this patchwork there occur areas of amenity land in the form of allotments (at Lilford Park and west of Cooling Lane) and playing fields (at Lilford Park and Mosley Common). The corridor itself represents a thin strip of open space containing numerous footpaths, which collectively run its entire length. These footpaths interconnect with a wider extensive footpath network. The central part of the corridor between Holden Road and Astley Street is also designated as a bridleway.
- 8.4.2 Elsewhere two areas of mature woodland (Bedford Wood at Lilford Park and north of the section east of City Road) together with several woodland plantations lie adjacent to the corridor. Outside of the built up areas the corridor and much of the land about are designated as Green Belt.
- 8.4.3 None of these features of the landscape will be adversely affected in any significant way in the long-term by the presence of a QBC. Indeed the level of integration and accessibility to the wider right of way network will be maintained throughout the construction period and on completion will be enhanced with an all weather recreational route.
- 8.4.4 The QBC will be built within the confines of the former rail corridor and the required land take has been kept to a minimum. In terms of built structures a QBC, in comparison with the alternatives, can be considered as a do minimum option.

8.5 LANDSCAPE AND VISUAL IMPACT

- 8.5.1 Throughout the development of the scheme, the landscape proposals have been integrated with the engineering design for the scheme. The primary aims of the landscaping are:

- To screen views by keeping as much existing vegetation as possible and planting new trees and woodland.
- To conserve and enhance the green corridor both visually and in terms of nature conservation value.
- To make the recreational route more attractive to those using it.
- To maximise safety through careful consideration of pedestrian crossings, access and lighting.

8.5.2 In the long term the landscape proposals will recreate and reinforce the wooded nature of the corridor such that the effects of the scheme will be negligible over much of its length. Initially however residences in Leigh, Tyldesley and Ellenbrook that abut the corridor will experience views of the QBC. At some of these, particularly between Holden Road and Eden Bank, at Hough Lane, at the eastern end of Chester Road, at City Road and in Hurstfield Road, views of the QBC are likely to remain in the long-term.

8.5.3 Along the A580 East Lancashire Road the introduction of the proposed bus priority measures will result in marginal differences in the appearance of the road.

8.6 NATURE CONSERVATION

8.6.1 Although there are no nationally important ecological sites near the corridor, three Sites of Biological Importance designated by the Greater Manchester Ecological Unit (GMEU) do occur. The boundary of one of these sites (Ponds near New Manchester SBI) extends into the former railway corridor in Ellenbrook.

8.6.2 As noted above extensive surveys have been undertaken to establish the overall ecological value of the existing corridor and the presence of badgers, water voles, bats, amphibians and insect species. Much of the vegetation affected by the scheme is of low ecological value, except as habitat for protected fauna. Of greater significance is the value of the route as a wildlife corridor and the presence of great crested newts and water voles at several locations. The use of mainly native species of plant in the landscape proposals will ensure that the QBC remains a wildlife corridor, and the habitat of those protected species present will be replaced in line with GMPTE's policy on woodlands, wetlands or other sites of high nature conservation value.

8.7 PEDESTRIAN, CYCLING AND EQUESTRIAN FACILITIES

8.7.1 Current usage of the corridor by pedestrians, cyclists and equestrians will be maintained and encouraged by the construction of a new, wider all-weather multi-user path suitable for those with impaired mobility parallel to the Busway. Users will be separated from the Busway by a physical barrier.

Present designated access to and from the existing recreational route will be maintained throughout. A ranger service provided by Wigan MBC but funded by GMPTE will provide maintenance of the QBC between Leigh and Ellenbrook. For the first time, the route will be made accessible to the mobility impaired, including wheelchair users.

8.8 AIR QUALITY

- 8.8.1 The Environmental Statement considered that the effects of the proposals on the guided section of the QBC, once built, would be insignificant with respect to ambient concentrations of air pollution and compliance with air quality standards. Small localised changes in air quality do not represent a risk to the health of local residents, employees, pedestrians, cyclists or shoppers.
- 8.8.2 Along the bus priority section minor increases in levels of air pollution are predicted at some locations on the A580 East Lancashire Road, at locations where traffic queues may be longer as a result of the traffic management strategy for this section of the route. These will be balanced by minor reductions in air pollution in places where the traffic management strategy reduces the amount of queuing traffic. It should also be borne in mind that any transfer of trips from car to bus should contribute to an overall small reduction in air pollution from traffic in the corridor as whole.
- 8.8.3 Over a wider, regional, area the operation of additional QBC buses will be of no significance relative to the total emissions generated by road traffic vehicles in the region and will comply with air quality standards.

8.9 NOISE

- 8.9.1 Noise monitoring along the QBC has shown that existing ambient noise levels are low throughout the day, and are typical of a quiet rural or suburban environment. The introduction of buses on to the QBC will result in mostly minimal or slight rises in average noise due to the passing of individual buses. This will be true for residents and those using the new recreational route. The most significant increase in average noise is predicted to be at the north end of Sandringham Drive, which is a cul-de-sac where existing background levels are particularly low. Throughout, buses using the Busway will not generate noise levels sufficient to warrant the installation of noise insulation.
- 8.9.2 Along the A580 noise changes due to the introduction of bus priority measures will be imperceptible. No vibration impacts are expected from the buses. Noise and vibration during construction will be controlled through planning conditions agreed with the respective planning authority.

8.10 BUILT HERITAGE AND ARCHAEOLOGY

8.10.1 The architectural and archaeological heritage of the route corridor was established with data supplied by the Greater Manchester Archaeological Unit (GMAU), Wigan MBC and Salford City Council. Although over thirty listed buildings, two conservation areas and archaeology occur with several hundred metres of the QBC none, apart from the former rail track bed, would be directly affected by the scheme proposals. Nevertheless, an archaeological watching brief will be established and maintained during the construction period to allow for the professional recording of any finds discovered.

8.11 WATER QUALITY

8.11.1 Although there are numerous ponds, ditches and minor water courses within the area of the QBC the engineering design of the scheme will ensure that there will be no significant effect on local water quality. Design features include a new drainage system incorporating flood storage tanks and chambers designed to catch sediment and prevent pollution from reaching surface or ground waters.

8.12 GROUND CONDITIONS

8.12.1 The existing surface of the corridor contains moderate levels of contamination due to its former use as a railway line. Depending on the concentration of contaminants these materials will be either removed to a suitable licensed landfill site or recycled as fill material during construction.

8.13 DISRUPTION DURING CONSTRUCTION

8.13.1 The scheme will take about two years to build. Construction activities will include site clearance and earthworks; laying down the Busway and the recreation route; constructing new structures, stops, park & ride sites, new bus lanes; installing communications and new traffic signals; and providing landscaping. In addition to planning conditions a Code of Construction Practice agreed with the respective local authorities and specific to the scheme will be enforced to ensure that disturbance to local residents, users of the existing corridor and the natural environment is kept to a minimum.

9 OTHER IMPACTS AND BENEFITS OF THE SCHEME

9.1 INTRODUCTION

9.1.1 This section summarises the main impacts and benefits of the scheme, besides the environmental impacts that have been described in Section 8. The other impacts that have been analysed are those on:

- Public transport users.
- Highway users.
- Pedestrians, cyclists and horse riders.
- Safety.
- Economic Regeneration.
- Physical Regeneration.
- Social inclusion.
- Achievement of policy objectives.

9.2 IMPACTS AND BENEFITS TO PUBLIC TRANSPORT USERS

9.2.1 Benefits to public transport users from the proposed QBC will take a number of forms. The most important will be that the new QBC services will give them a more frequent service between Leigh, Tyldesley, Ellenbrook, Salford and Manchester. As Section 4 has already stated, the service on the QBC would be additional to the existing services.

9.2.2 The Busway will also create a much shorter and quicker public transport route between Leigh and Tyldesley. This will benefit those passengers travelling between the two towns. However, all journeys along the route by the QBC services will be quicker than those by the existing network as a result of the priority measures.

9.2.3 The QBC services will also be more reliable as they will be less vulnerable to delays caused by traffic congestion. The Annex E appraisal carried out by Steer DaviesGleave (GMPTE.A43) has given examples of the variation in the journey times between Leigh and Manchester on the existing bus routes. Delays due to traffic congestion are a particular problem at peaks. However, because a bus is delayed on one journey in the peak it is then late starting its next journey and this can spread the impact of congestion into the rest of the day. Reducing the impact of congestion and improving the reliability of services will therefore benefit passengers travelling at all times of the day.

- 9.2.4 Passengers will also benefit from the higher quality buses that will operate the service and the better quality waiting environment at stops with facilities like real time information.
- 9.2.5 These benefits will not just be confined to those using the new QBC services. Other services may choose to use the guided section between Leigh and Tyldesley to Leigh and Ellenbrook, and the link to Higher Folds. This may lead to new services being developed. The bus priority on the A580 will benefit those using the services that now travel along this section of that road.
- 9.2.6 Most of these benefits can be measured as time savings. This was done as part of the economic appraisal described in Section 6.2. Over a 30 year period these benefits to users of public transport amount to £19.11 million. In addition, there are benefits that are not directly reflected in time savings, for example, the overall quality of the journey experience.
- 9.2.7 As stated in Section 7.2, GMPTE has, and will where necessary use, powers to provide financial support for replacement services that may be necessary should areas now served by the Leigh and Tyldesley to Manchester services lose existing services. However, it is unlikely that this will happen because these routes serve a different market to the proposed QBC services.
- 9.2.8 At the time of the 1991 Census about 62,000 people lived within an 800 metre walk of one of the proposed stops on the QBC route. Just under half of them (44%) live in households with no car. Their travel choices by public transport will be significantly improved by the QBC scheme.
- 9.2.9 In all, GMPTE believes that public transport users will be major beneficiaries from these proposals and that the range of destinations that they can get to in a given time will increase.

9.3 IMPACTS AND BENEFITS TO HIGHWAY USERS

- 9.3.1 There have been considerable concerns about the impacts on highway users of the bus priority measures on the A580. However, these have been to some extent based upon a misunderstanding of what is proposed. In particular many of the bus lanes that are necessary are to be created in addition to the existing carriageways. These are described in Section 5.11 above.
- 9.3.2 Where bus lanes are created within the existing carriageway, as described in Section 5.14, they stop short of key junctions in order to ensure that the junctions still have sufficient traffic capacity. Traffic modelling tests have demonstrated that there will be no significant adverse impacts on journey times along the A580 for other traffic, even though the proposals will reduce journey times for buses. This has been established to the satisfaction of Salford City Council, and, at the time of writing, approval is being sought

from the Highways Agency for the length of the A580 under its present jurisdiction.

- 9.3.3 Some road users are predicted to switch from the car to using the QBC services. This will give them a higher quality and less stressful journey than they have now. This will also contribute to reducing traffic congestion on the rest of the network, which will benefit those who remain on the road network. These benefits will occur on all roads in the corridor from which trips switch to the QBC, and will not be limited to the QBC itself. The total value of time savings from reduced congestion has been estimated by Steer Davies Gleave to be £8.72 million over the 30 year evaluation period.

9.4 IMPACTS AND BENEFITS FOR PEDESTRIANS CYCLISTS AND HORSE RIDERS

- 9.4.1 Section 5.8 above explains how a recreational route comprising a footpath, cycle way and in part a bridleway would be created along the alignment of the guided Busway section of the QBC. This would be maintained by Wigan MBC at GMPTE's expense. Providing a surfaced route in places where none exists at present will make the recreational route accessible and useable by a much larger number of people than is the case now.
- 9.4.2 Considerable attention will be paid to ensuring that there is safe and secure pedestrian access to the stops both on the guided Busway section and on the A580. This is an integral part of the Quality Bus Corridor process.

9.5 IMPACTS AND BENEFITS ON SAFETY AND SECURITY

- 9.5.1 As part of the economic appraisal (Section 6.2) GMPTE's advisers, Steer Davies Gleave were required by DTLR to produce estimates of the impact of the proposals on road accidents. A reduction in the number of car kilometres as a result of some people transferring from the car to the QBC service is predicted. Using standard methods set out by DTLR for the appraisal of both highway and public transport schemes, SDG estimate that there will be a reduction in accident costs over the 30 year appraisal period that is valued at £1 million.
- 9.5.2 The NATA appraisal also includes an assessment of security. There will be a number of positive benefits in this area from the proposed scheme. Formal surveillance of all stops will be achieved through the use of closed circuit television cameras. Passengers will know how long they will have to wait for the next bus from the real time information displays at all stops. Improved security will be an objective of the design of the scheme. All stops will have an emergency call facility - similar to that on Metrolink stops. A guideway control centre will be provided to deal with emergency calls and other incidents like removal of broken down vehicles.

- 9.5.3 In addition the Busway section will be staffed by mobile rangers who will be responsible for the management of the recreational facilities that are to be provided.

9.6 ECONOMIC REGENERATION IMPACTS

- 9.6.1 GMPTE has commissioned research from the Centre for Economics and Business Research, a leading firm of economic forecasters, on the impact of improved public transport services on the local economy. Although this was specifically focussed on Metrolink, the principles apply equally to any form of investment in better public transport.
- 9.6.2 The CEBR report, Benefits of Metrolink Investment for the Greater Manchester Economy (GMPTE.A45) sets out how this takes place. First, improved public transport services result in travel time savings in the corridors affected by the investment. These time savings are the basis of the economic appraisal discussed in Section 6. They accrue both to users of the new services and to those using other modes of transport that become less congested as a result of greater use of the new services.
- 9.6.3 This has an impact on both businesses and residents - business gets access to a wider labour market. Residents get improved access to a wider range of job and spending opportunities.
- 9.6.4 As a result, the area as a whole becomes more competitive as a result of increased productivity. Existing businesses gain and new businesses can be attracted. These benefits then spread through the local economy into areas that are not directly served by the scheme.
- 9.6.5 The Leigh-Salford-Manchester QBC proposal would result in journey time savings that are likely to be sufficiently large to result in the benefits to the local economy that are described above.

9.7 PHYSICAL REGENERATION IMPACTS

- 9.7.1 Improved accessibility by public transport will stimulate investment in business and physical development, bringing forward the economic and physical regeneration of land and buildings across its catchment area, with consequent benefits in the creation of additional local employment opportunities.
- 9.7.2 Section 10.2, below, describes how the draft Regional Planning Guidance for the North West gives priority to transport investment in major urban areas as part of its core strategy of delivering sustainable development. It describes also the emphasis given to investment in infrastructure in the North West Development Agency's "Strategy Towards 2020." (GMPTE.A46). This is an integral part of its wider vision, which includes the regeneration of the

Mersey Belt. The following paragraphs demonstrate how the Leigh-Salford-Manchester QBC can contribute to these aims in both the short and longer term.

- 9.7.3 There are few development opportunities immediately adjacent to the route of the Leigh-Salford-Manchester Quality Bus Corridor, either the A580 section or the Guided Busway section. Nor are new opportunities likely to be brought forward by the current reviews of Unitary Development Plans in either Salford or Wigan. The main exception is in Leigh town centre.
- 9.7.4 In recent years, there have been substantial improvements to Leigh town centre as a result of both investment by the public sector, including pedestrianisation, and new retail and leisure development. The Busway will improve accessibility and travel times to the town centre from part of its catchment area to the east and this is likely to result in a degree of improvement and consolidation of its trading position. The eastern end of the town centre is presently relatively weak. While the Busway will serve the Bus Station in the heart of the town centre, it will also serve the eastern end and in doing so offers the prospect of growth in investor interest. In particular, Wigan MBC are promoting the regeneration of the Arches, a 0.65 ha vacant site, as an anchor for the eastern end of Bradshawgate, for retail, leisure and other appropriate town centre uses. The provision of the Busway will significantly add to the attractiveness of this site to potential investors.
- 9.7.5 The provision of the Leigh-Salford-Manchester QBC and the guided Busway in particular offers considerable longer term benefits arising out of the potential to extend services and link with potential additional bus priority and guided bus facilities. In this way, the QBC may be viewed as a first building block towards developing further substantive improvements to public transport accessibility in later years.
- 9.7.6 Extensions to services using the Busway into Leigh, either utilising existing highways or supported by further bus priority measures, will assist in the promotion of two major development sites to the west of Leigh town centre. The first is a 29.2 ha site which was the subject of a planning application for a major new leisure development known as “Xanadu” which was refused on appeal in 2001. Wigan MBC now propose the development of a Sports Village, a mixed use development led by a sports stadium and related facilities for this site. The proposal is to be included within the draft Review of the Wigan UDP. The second is the Parsonage site, allocated in the UDP for employment uses, which has 13.8 ha available for development. The regeneration benefits of improved accessibility by public transport could be further enhanced by extending services south to a new railway station at Kenyon Junction and possibly beyond to Culcheth and Warrington. While not on offer since the refusal of the Xanadu planning application, the potential remains to provide a station to serve Leigh at this location.

9.7.7 Travel between Wigan and Leigh and between Wigan and Manchester is currently a protracted affair because of the relatively inhospitable nature of the local road network for bus operations. There is presently an intention to develop a Quality Bus Corridor between Wigan and Leigh by introducing localised bus priority measures on existing roads. Other means of providing further bus priority are being examined making use of possible new road links and former rail links. These would offer significant improvements to existing travel times and would also assist in bringing forward additional large development sites.

9.7.8 In particular there is potential to make use of a former rail route linking the Busway to the west of Tyldesley with the line of Route 225, which in large measure also utilises a disused railway route. Route 225 is no longer part of the Highways Agency's trunk road programme, but the potential for using parts of the alignment for local highway improvements, bus priority or Busways is also under consideration as part of the Wigan MBC's UDP Review. The development of these routes, combined with the Leigh-Salford-Manchester QBC, would in the longer term assist in bringing forward three further development sites:

- Gibfield Park, Atherton - This is a large derelict and polluted site, presently the subject of a planning application for housing, employment and open space uses.
- Leigh Road, Hindley Green - This is a major employment site, presently 21 ha, but likely to be extended as part of Wigan MBC's UDP review.
- Land adjacent to the PPG Works, Hindley - A 27.3 ha employment site.

9.7.9 Whilst in the short term, the proposed scheme may only have limited physical regeneration impacts, it has the potential to be the start of a larger network of Busways or bus priorities, covering a wider area and serving a number of future regeneration sites from an extended network.

9.8 SOCIAL INCLUSION IMPACTS

9.8.1 A further part of the analysis carried out by Roger Tym (GMPTE.A29) examines the extent to which the deficiencies in access to facilities that are suffered by the areas served would be reduced if the scheme were to be built. It identifies access to employment, health, education and training and other community services that will be improved by the provision of the QBC scheme. The result will be more travel, particularly by those without access to a car.

9.8.2 The report points out that trends in all of these areas is towards greater centralisation of services. This is particularly severe in the health sector,

where, increasingly several visits to remote specialist facilities have to be made as part of a programme of diagnosis and treatment.

9.8.3 The QBC scheme will improve access and reduce social exclusion in two ways. Those living in Leigh, Tyldesley and the outer parts of Salford will benefit from improved access to Salford and central Manchester. Those living in central Manchester and inner Salford will benefit from access to the Leigh area for recreational and other facilities.

9.8.4 The report argues that the QBC, by reducing travel times, will enable those in the areas served to make more trips by public transport to the facilities that they need. These include:

- Widening the area of job search for those seeking employment.
- Giving those in employment, particularly the unskilled and semi-skilled access to a greater range of jobs and training facilities.
- Making access to the specialist health service facilities in Salford and Manchester easier for those living in the Leigh and Tyldesley areas.
- Creating better access to Community Health services that are provided in the Leigh area, for example.
- Improving access to further and higher education facilities in Salford and Manchester, including the Universities of Salford and Manchester.
- Giving better access to shops, leisure and community facilities particularly in Leigh and Manchester.
- Enabling people to use the Busway to get to local facilities like post offices, pharmacies etc., which now involve a walk.

9.8.5 An approximate calculation of the number of potential additional trips that could be made as a result of the improvement in access to facilities and consequential reduction in social exclusion has been made. The estimate made by Roger Tym in his report is at least 300,000 and up to one million additional bus trips per year.

9.8.6 Additional trip making on this scale, is itself evidence of the potential of improved, high quality public transport services to reduce the social exclusion that is caused by lack of transport to access facilities. There is also ample evidence of social exclusion in many of the wards adjacent to the Quality Bus Corridor.

9.9 IMPACTS ON ACHIEVEMENT OF LOCAL TRANSPORT PLAN POLICY OBJECTIVES

9.9.1 Section 3 above has set out the core and transport objectives in the Greater Manchester Local Transport Plan. The impact of the Leigh-Salford-Manchester QBC on the transport objectives is set out below.

	Transport objective	Impact of QBC
A	To improve the environment, attractiveness and safety of the Regional Centre, together with the County's other town and district centres and key employment areas, without reducing their viability.	The scheme will improve access to the Regional Centre, Leigh and the other town and District centres in the county. By reducing the need to access these centres by car it will improve their environments, attractiveness and safety.
B	To reduce the impact of motorised traffic, improve road and community safety and increase the proportion of short trips made by cycle and on foot within residential areas	The scheme will reduce motorised traffic by providing a new high quality, reliable alternative to the car for trips along the corridor, in addition to the existing bus services. The recreational facility alongside part of the QBC will provide an attractive route for cyclists and pedestrians. The on-highway bus priority lanes will be available to cyclists.
C	To develop complementary land use and transport policies which reduce the number of trips to non central locations and encourage development which can be served by a choice of mode	By improving access to the centres of Leigh and Manchester and to the Pendleton area of Salford, the scheme will improve their attractiveness as locations over non central locations. It will therefore support the attainment of this objective.

	Transport objective	Impact of QBC
D	To ensure that the county's transport system becomes increasingly sustainable and less environmentally damaging, whilst improving the quality of life and health of the population.	The QBC will be a sustainable transport system that will be less environmentally damaging than the car journeys that would otherwise be made.
E	To provide a high quality integrated public transport network to increase the attractiveness of travel by non car modes.	The QBC programme as a whole and the Leigh-Salford-Manchester QBC in particular are examples of high quality integrated public transport. As a new facility, the QBC will increase the scope of the high quality public transport network.
F	To ensure that the county's transport system meets the needs of all sections of the community, promotes social inclusion and widens choice.	By improving access to a number of facilities from areas that are suffering from a high level of social exclusion and by providing a new facility as an alternative to the car, the scheme will contribute to this objective.
G	To make the county's transport system more accessible to people with mobility difficulties	All services running on the QBC will be fully accessible to people with mobility difficulties
H	To improve accessibility for people living in rural areas in ways which will reduce their dependency on car travel.	
I	To manage the demand for car travel.	The QBC service will provide an alternative to the car that does not exist at the moment and will therefore help to manage the demand for car travel.

	Transport objective	Impact of QBC
J	To provide for sustainable movement of freight to support the economic development of Greater Manchester in ways that are consistent with the desire to reduce the impact of motorised traffic.	By reducing the number of car journeys on the busy A580 and other roads in the area, freight vehicles will spend less time in congested traffic and may create less pollution as a result.
K	To provide for the movement of people and goods between Greater Manchester, the rest of the country and the rest of the world in ways which are consistent with the other objectives	The QBC will provide people in the areas served with improved access to regional and national train and coach services in central Manchester. In combination with existing public transport links between central Manchester and Manchester Airport it will provide a better link to the Airport by public transport.
L	To ensure that transport policy is integrated with and supports other relevant policies at regional, County and local level.	As the analysis in Section 9.7 above shows, this QBC service will provide better access to facilities provided in the areas of health and education and will help to integrate transport with policy in these areas. This will be actively pursued by GMPTE.

10 POLICY ANALYSIS

10.1 LOCAL TRANSPORT, PLANNING AND REGENERATION POLICIES AND STRATEGIES

Local Transport Policies

- 10.1.1 Local transport policies and the Local Transport Plan in particular are described in detail in Section 3 of this statement. As there mentioned, the proposed Leigh-Salford-Manchester QBC forms a key part of the Local Transport Plan.

Unitary Development Plans

- 10.1.2 The QBC is predominantly in the Metropolitan Borough of Wigan and the City of Salford, whose Unitary Development Plans (UDPs) were adopted in 1996 and 1995 respectively. Both were therefore extant prior to the Transport White Paper and the development of integrated transport strategies through the Local Transport Plan. A draft deposit replacement plan for Wigan is due to be published in the autumn of 2002. In addition to their UDP, in Salford, the City Council has published The Environment Strategy for Salford 1998-2008 (GMPTE.A47).
- 10.1.3 Policies T1 to T9 in the Wigan UDP (GMPTE.A30) concern transport, policy T1 providing as a general objective that:

The Council will seek to maintain and improve the transportation system in such a way as to cater for the mobility of all residents of the borough, to satisfy the social and economic needs of the area and to be responsive to new developments. Specific proposals affecting the transportation network will be judged against the following requirements:

- A The safety of all users;
- B The need to support and promote urban regeneration;
- C The minimisation of adverse environmental effects;
- D The need to make the best use of both public and private resources;
- E The need to provide for the efficient movement of freight by both road and rail.

10.1.4 Additional policies concern -

- The need to ensure the provision of adequate bus services,
- The development of the highway infrastructure for buses to help make them an attractive alternative to the use of the private car (T3),
- The need to secure adequate provision of car parking in town centres and in all new developments (T6),
- The desirability of measures to promote and implement pedestrian facilities (T7) and facilities for cyclists (T8).

10.1.5 In relation to rail services, the Wigan UDP also contains a specific policy (T4B) for a Leigh-Manchester Rail Link:

The Council will safeguard the land necessary for the construction of a rail link between Leigh and Manchester and will not permit any development which might prejudice its construction.

This policy, which relates to the proposed Busway alignment, reflects an aspiration of the Council first expressed in the late 1970s and which, by virtue of there being no objections lodged in relation to the policy as contained in the deposit draft UDP published in April 1993, was not considered at the UDP public local inquiry held in 1994. Circumstances have, however, since changed and it is understood that the Council now accept that the possibility of the re-establishment of a rail link on this alignment (which was always no more than a long term prospect) cannot now be contemplated, at least in the short to medium term. Furthermore, Wigan support the guided Busway proposal on its proposed alignment. In its Issues Report published in January 2001, reference is made to the replacement UDP protecting the line of the proposed Busway and, it is understood, no comments were received on this during the consultation on the report.

10.1.6 A number of other policies in Wigan's existing UDP are of relevance notably:

- OL2 Green Belt
- OL3 Other Protected Land outside the Urban Area
- OL4 Agricultural Land and Protection
- EN1-9 Environment and Design Policies
- H3A Non-Residential Uses in Residential Areas
- TCS1 Town Centres
- L1 Outdoor Sports and Local Open Space Provision

- L1D Protection of Other Amenity Open Space
- L2 Avoiding Conflicts between Leisure and Agriculture
- L3 Greenways
- WD1A Building and Construction Waste.

With the exception of Green Belt policy, which is referred to more specifically below, GMPTE believes and will demonstrate through evidence that its proposals accord with the local planning policies in Wigan, give rise to no conflicts with them, and complement or help achieve a number of the policy objectives set out in the UDP.

- 10.1.7 The Green Belt policy expressed in Wigan’s UDP provides that, within the Green Belt, approval will not be given, except in very special circumstances, for the construction of new buildings for purposes other than agriculture and forestry, essential facilities for outdoor sport and outdoor recreation, cemeteries and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it.
- 10.1.8 GMPTE accepts that the guided Busway falls within designated Green Belt land. However, it will not denigrate from the purposes of Green Belt protection which, as set out in policy OL1 of Wigan’s UDP, are:
- to check the unrestricted sprawl of large built-up areas,
 - to prevent neighbouring towns from merging into one,
 - to assist in safeguarding the countryside from encroachment,
 - to preserve the setting and special character of historic towns,
 - to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Furthermore, the proposed guided Busway, both intrinsically but also by virtue of the approach taken by GMPTE to its design, will preserve the openness of the Green Belt and its visual amenity whilst providing, through the proposed replacement recreational route, improved access for all users, including the mobility impaired, in a well maintained, safe environment.

- 10.1.9 It is also particularly relevant to refer to policy L3A which provides that the Council will develop the greenway network for a variety of user groups including walkers and where possible cyclists, horse-riders and disabled countryside users and will protect the routes from development. The replacement recreational route fulfils these objectives and has been specifically designed to maintain the countryside environment.

- 10.1.10 The need for the new transport link and the benefits which it will provide also constitute in GMPTE's view very special circumstances for over-riding any perceived non-compliance with Green Belt policy. The existing and prospective designations of the former railway corridor for transport purposes are also relevant in this regard.
- 10.1.11 The City of Salford UDP (GMPTE.A31) contains policies broadly similar to Wigan's UDP. Policy T1 indicates that as a general transport objective:
- The City Council will promote the development of a balanced transport network giving equal weight to the maintenance and improvement of both the highway network and public transport. Resources will be directed to those areas where needs are greatest.
- 10.1.12 Policy T4 then indicates that the Council will encourage greater use of the public transport network by supporting improvements to the quality and attractiveness of services, with the Passenger Transport Authority, amongst others, being encouraged to implement improvements. Policy T7 then refers to the City Council's intention to help promote public transport through the introduction of forms of traffic restraint including bus priority measures, with further specific policies in relation to equality of access, pedestrians and cycling at T7 to T10.
- 10.1.13 Policy T13 relates to car parking and states that the City Council will ensure that adequate and appropriate car parking and servicing provision is made where necessary.
- 10.1.14 Other relevant policies within the City Council's UDP include:
- Policies EN1-22 Environmental Policies,
 - Policies R1-12 Recreational Policies.
- 10.1.15 The City Council's Green Belt policy is to be found at EN 1 and 2. The former confirms support for the principle of the Greater Manchester Green Belt and the latter indicating that it will be preserved by maintaining a general presumption against inappropriate development, protecting the Green Belt's visual amenity and permitting the working of minerals subject to high environmental standards being maintained and appropriate restoration. GMPTE accepts that part of its proposals are within designated Green Belt, namely the south side of the A580 road corridor between Newearth Road and Walkden Road and the northern boundary of the road corridor between Old Clough Lane and the M60 motorway. It believes, however, and will show in evidence that the development proposed is appropriate and justifiable in the circumstances.

Local Regeneration Strategy

- 10.1.16 Salford City Council has adopted an Economic Development Strategy 2001-2004 (GMPTE.A48), which points out that Salford is the fourth most deprived local authority in the North West and addresses the need to introduce measures to combat social exclusion. In Objective P4 (barriers to employment and training) the affordability and accessibility of transport is identified as a particular issue.
- 10.1.17 Wigan MBC has adopted a Neighbourhood Renewal Strategy (GMPTE.A49). This draws attention to the important role of the Local Transport Plan, emphasises that a major issue facing the Borough is the poor quality of the internal road infrastructure and indicates that priority will be given to securing as many infrastructure improvements as possible. The Leigh Guided Busway is mentioned in particular as a short term objective.

10.2 REGIONAL TRANSPORT, PLANNING AND REGENERATION POLICIES AND STRATEGIES

Regional Transport and Planning Strategies

- 10.2.1 Draft Regional Planning Guidance (RPG) for the North West was published by the North West Regional Assembly in July 2000 (GMPTE.A50). After a period of public consultation, an Examination in Public (EIP) was held in February and March 2001. The report of the Panel hearing the EIP was published in August 2001. It is now anticipated that the Revised RPG will be issued by GONW in mid-May 2002.
- 10.2.2 Draft RPG has as its core strategy the delivery of sustainable development:
- Social progress which recognises the needs of everyone;
 - Effective protection of the environment;
 - Prudent use of natural resources; and
 - Maintenance of high and stable levels of economic growth and employment.
- 10.2.3 In support of this are three key principles of:
- Economy in the use of land;
 - Enhancing existing environmental, social and economic capital; and
 - Achieving quality in new development.
- 10.2.4 The spatial framework for development aims to achieve:
- Sustainable patterns of growth and change across the region; and

- A regional focus on concentrating growth and change in regional centres and towns.

To this end draft RPG sets out a strategy to secure an urban renaissance in the cities and towns of the North West; sustain the region’s smaller rural and coastal communities; and create an accessible region.

10.2.5 In support of the spatial development framework is the Regional Transport Strategy containing principles for action by all sectors, with three priorities for transport investment:

- Public transport infrastructure in major urban areas;
- Key transport corridors;
- Gateways and interchanges.

10.2.6 Urban Transport is a key element in draft RPG policies for Urban Renaissance. In particular:

Policy UR3 Urban Transport

Within the Mersey Belt conurbations, the mid-Mersey towns, the Regional Towns and Cities outside the Mersey Belt and other key service centres:

- Local authorities and transport service providers should place a high priority on the development and improvement of public transport infrastructure and services, especially for journeys that cannot readily be made on foot or by cycle. The role of taxis, private hire vehicles and voluntary transport organisations is recognised and should be integrated within local transport strategies;
- Planning powers should be used to ensure that, in addition to the necessary highway infrastructure, new developments include good public transport facilities, pedestrian and cycle links and adequate cycle parking facilities. Local authorities should also seek contributions towards improvements in public transport through the planning process.
- Local authorities should prepare walking and cycling strategies in their local transport and development plans. This should include a review of local pedestrian networks, which should be fully accessible to all users, to identify and prioritise remedial measures;
- Local highway authorities should adopt a comprehensive approach to traffic management which includes defining road hierarchies to incorporate such concepts as Home Zones and, wherever possible, give priority to particular types of traffic such as pedestrians and cyclists, buses and coaches, lorries and high occupancy vehicles; and
- Local authorities should promote walking and cycling through transport awareness campaigns such as Travel-Wise, and assist

schools and businesses to prepare Green Travel Plans to reduce unsustainable commuting. The National Cycling Strategy will also be supported.

10.2.7 Two of the draft RPG policies for An Accessible Region are pertinent here:

Policy AR1 Integrating Transport Networks in the North West

- Transport issues in the region should be examined on a multi-modal basis to develop, where possible, sustainable and integrated solutions for all users;
- The management of all routes within the Regional Highway Network should be closely co-ordinated with parallel rail routes to ensure that each is planned in an integrated context;
- Transport network and service providers should seek to make the best use of existing networks and utilise developments in intelligent transport systems and information technology. The promotion of quality public transport partnerships and initiatives such as through ticketing should be fully examined.

Policy AR10 Regional Priorities for Transport Investment and Management

The general priorities for transport investment and management within the Region, in order of importance are:

- Maintaining existing networks;
- Making best use of networks through measures to improve safety; conditions for pedestrians and cyclists; public transport passenger services; more sustainable movement of freight; and global and local environmental conditions;
- Investment in major transport infrastructure schemes of regional significance focussed on the following key areas: public transport infrastructure in major urban areas; key transport corridors; and gateways and interchanges.

10.2.8 While the Revised RPG has not yet been issued, there is little in the Panel Report to suggest that there will be any substantive changes to the main thrust of the objectives and policies in relation to urban renaissance and transport.

10.2.9 The proposed Leigh-Salford-Manchester QBC accords with draft RPG in a number of ways:

- It contributes to the core strategy of delivering sustainable development.
- It assists with the spatial framework for development by assisting in securing an urban renaissance in a sector of Greater Manchester.

- It accords with the Regional Transport Strategy priority for transport investment in transport infrastructure in major urban areas.
- It gives expression to various elements of Policy UR3 by:
 - emphasising the high priority which should be placed on the development and improvement of public transport infrastructure and services
 - emphasising the use of planning powers to ensure that new developments include good public transport facilities
 - giving priority to buses as part of a comprehensive approach to traffic management.
- It is in keeping with the approach recommended in Policy AR1 of examining transport issues on a multi-modal basis; and of making the best use of existing networks and technology.

It accords with Policy AR10 in recognising the importance of making the best use of networks through measures to improve public transport passenger services and the focus on public transport infrastructure in major urban areas.

Regional Regeneration Strategy

- 10.2.10 The Northwest Development Agency published its regional strategy, England's Northwest - A Strategy Towards 2020, in 1999 (GMPTE.A46). The Strategy is organised into four related themes:
- Investing in Business and Ideas.
 - Investing in People and Communities.
 - Investing in Infrastructure.
 - Investing in Image and the Environment.
- 10.2.11 The Leigh-Salford-Manchester QBC falls within the "Metropolitan Axis", north of the River Mersey, where the Strategy identifies the main issues as securing regeneration, investing in a physical environment, which is often degraded and building on major assets. While the regional strategy does not offer detailed guidance on this area of the region, the area is identified as a priority and investment in the QBC is consistent with the Strategy theme of investing in infrastructure.

10.3 NATIONAL TRANSPORT, PLANNING AND REGENERATION POLICIES AND STRATEGIES

National Transport and Planning Strategies

10.3.1 The present government's transport policy was first set out in the Transport White Paper - "A New Deal for Transport: Better for Everyone" (GMPTE.A22) published in July 1998. This placed special emphasis on the need to promote alternatives to the use of the car. It set out a broad policy framework to be implemented, largely at local level, over the coming years.

10.3.2 One of the White Paper's principles is that policy implementation should be at local level with central government creating the policy framework. The instrument by which local policies are implemented is the five-year Local Transport Plan, which has already been described in Section 3.

10.3.3 In terms of the policy framework for urban transport the White Paper can be summarised as:

- Growth in car use needs to be reduced in order to meet environment, health, safety and economic efficiency objectives.
- This needs to be achieved through a mixture of traffic restraint and improving alternatives to the car.
- In large urban areas public transport is the main alternative to the car and must be made more attractive so that car users will choose to use it for some journeys.
- To make public transport more attractive it needs to be integrated - this means:

promoting the network as a whole - not just individual services;

making it easier to get information;

simplifying fares;

improving quality and reliability of services;

improving interchange.

All of the above are specific policies in the White Paper.

- Transport needs to be more closely integrated with land use planning and considerations of public transport access to new developments need to be given greater importance in the planning process.
- In time, given better public transport and new legislation, greater traffic restraints will become possible and acceptable (eg road user

charging and charges on workplace parking) and may help generate funds for further investment in public transport.

- 10.3.4 The White Paper also draws particular attention to the role of buses, the need for better buses and how, increasingly, they will become the focus of an efficient transport system that gets people to where they want to be quickly and comfortably, without having to rely on cars. The existing Leeds guided bus is cited as a particular example of the concept of putting buses first, leading to quicker journeys in the morning peak, improved passenger perception and new and increased patronage.
- 10.3.5 Detailed policies pursuant to the White Paper were set out in a series of “daughter” documents, in the case of bus policy – “From Workhorse to Thoroughbred - A better role for bus travel” that was published in March 1999 (GMPTE.A27). This further emphasises the important role that buses have to play, the need for higher standards and the role that Quality Partnerships can have in delivering attractive public transport.
- 10.3.6 The document also makes reference to the need for local authorities to have the powers and the resources to promote higher quality bus services. This is what the Quality Bus Corridor network and the Leigh-Salford-Manchester QBC will do.
- 10.3.7 In July 2000 the government published “Transport 2010 - The Ten Year Plan” (GMPTE.A51). This sets out the Government’s vision for transport - a modern, safe, high quality network that better meets people’s needs and offers more choice to individual, families, communities and businesses. It anticipates that, by 2010, there should be a modern, high quality public transport system, both locally and nationally, with (amongst other facilities), attractive bus services that are fully accessible and integrated, and high quality park and ride schemes.
- 10.3.8 For park and ride the Plan states that “we see considerable scope for new schemes in a wide range of towns and cities, including where light rail or guided bus systems are being introduced”.
- 10.3.9 One of the outputs set out in the section of the Plan dealing with investment in local transport specifically mentions guided bus routes (paragraphs 6.47 and 6.51) as ways of improving the quality of bus services. The summary of investment and outputs includes:
- "Extensive bus priority schemes supporting Bus Quality Partnerships, including bus infrastructure projects such as guided bus routes, in many of our cities and larger towns." (paragraph 6.61).
- 10.3.10 GMPTE’s proposals for the Leigh-Salford-Manchester QBC are fully in keeping with these national policy initiatives and demonstrate its continuing

commitment to deliver advanced public transport facilities and to be a centre of excellence in this area.

- 10.3.11 National planning policy guidance is also of relevance and in particular PPG 2 (Green Belt) (GMPTE.C12), and PPG 13 (Transport) (GMPTE.C12).
- 10.3.12 PPG 2 explains the designation of Green Belts and sets out the general presumption against inappropriate development in such areas. Such development, it is stated, should not be approved except in very special circumstances. Whilst linear transport provision is not specifically referred to, essential facilities and other development which, in each case, preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it, are mentioned as examples of exceptions to the general rule about what is to be viewed as inappropriate development.
- 10.3.13 Through the new PPG13, PPG 2 has also now been amended as respects the guidance on park and ride provision. This states that there may be cases where a Green Belt location is the most sustainable of the available options, such development not being inappropriate provided that:
- a thorough and comprehensive assessment of potential sites has been carried out,
 - the site chosen is the most sustainable option,
 - the scheme chosen will not seriously compromise the purposes of Green Belt designation,
 - the proposal is contained within the Local Transport Plan and is based on a thorough assessment of travel impacts,
 - new or re-used buildings are included only for essential facilities.
- 10.3.14 The new PPG13 itself places special emphasis on integrating planning and transport to promote more sustainable transport choices and accessibility and to reduce the need to travel, especially by car. Within the context of the Local Transport Plan, it confirms that local authorities should work in partnership with public transport providers and operators, and use their planning and transport powers to improve public transport in ways which will reinforce the effectiveness of location policies in the development plan. The aim is to establish a high quality, safe, secure and reliable network of routes, with good interchanges, which match the pattern of travel demand in order to maximise the potential usage of public transport.
- 10.3.15 PPG 13 specifically mentions that park and ride schemes, in appropriate circumstances, can help promote travel patterns and that well-designed and well-conceived schemes should be given favourable treatment through the planning system. It further states (at paragraph 62) that, in some circumstances, park and ride schemes may be permissible in the Green Belt, where assessment shows such locations to be the most sustainable of the

relevant options, taking account of all relevant factors. As indicated earlier, PPG2 has been amended accordingly.

National Regeneration Strategy

- 10.3.16 Social exclusion is a major concern of the government and led to the establishment of the Social Exclusion Unit (SEU) and the publication in September 1998 of the New Deal for Communities initiative designed to target public funds on the most deprived neighbourhoods.
- 10.3.17 A DETR report Social Exclusion and the Provision and Availability of Public Transport (GMPTE.A52) was then published in September 2000, which points out that, although transport is not necessarily high on the agenda of residents in New Deal for Communities areas, there appear to be clear connections between transport and social exclusion. The Social Exclusion Unit is currently undertaking a major consultation on Transport and Social Exclusion and is due to report to the Prime Minister in 2002.
- 10.3.18 Following the publication of the Urban Task Force's report Towards an Urban Renaissance in June 1999, the Government published its White Paper Our towns and cities: the future, Delivering an urban renaissance (GMPTE.A53) and the parallel Rural White Paper Our Countryside: the Future - A Fair Deal for Rural England in November 2000. The Urban White Paper in particular points to the need for the design and development of urban areas which make good public transport viable and make walking and cycling attractive options.
- 10.3.19 It cites as one of four action areas to create and promote prosperity the provision of an efficient, reliable and safe transport system. Referring to the new Local Transport Plans and the Ten Year Plan, major bus infrastructure projects (including guided bus projects) in many cities and towns are particularly mentioned as one of the areas for delivery.
- 10.3.20 GMPTE is convinced that, in addition to achieving traditional transportation benefits, the proposed QBC can make a real contribution to tackling issues of social exclusion in the Leigh catchment area in keeping with government policy in this area. The work that has been carried out by Roger Tym is described in Sections 4.2 and 9.8.

10.4 THE EUROPEAN CONTEXT

- 10.4.1 European Union Transport policy has developed over a number of years. Initially the emphasis was on inter-state transport, and on removing transport as a barrier to free movement of goods. In the 1990s, with the publication of the 1992 White Paper - The Future Development of the Common Transport Policy - policy also recognised the need for integration of different modes of transport to form integrated systems within Member States or the regions

having at their core, air, bus and rail systems which complement each other. These internal networks should enable passengers to move from the major transport centres such as large cities and long haul airport terminals to final destinations, for example their homes or work-places.

- 10.4.2 The policy set out in the 1992 White Paper also identified the need for transport systems to address a number of social priorities such as the provision of access to vocational training, the improvement of working and living conditions and importantly, the need to protect the environment.
- 10.4.3 The 1992 White Paper was followed by two important policy documents from the Commission - the White Paper on the Citizen's Network (GMPTE.A54) and the Green Paper on Fair and Efficient Pricing in Transport (GMPTE.A55).
- 10.4.4 The Citizen's Network White Paper promoted the objective of creating networks of transport systems, which are available and accessible to all citizens within the Union. The White Paper places considerable emphasis on public transport.
- 10.4.5 The Green Paper on Fair and Efficient Pricing argued that users of each mode of transport should pay the full costs to the community of their journeys and that these costs and charges should be fully transparent. Car users in congested urban areas including that to be served by the proposed Quality Bus Corridor do not pay the full economic, and environmental costs of their journeys. This currently gives the car a competitive advantage over public transport. Removing this advantage would increase the demand for public transport by reducing car use and this will enhance the economic justification for future investment in public transport.
- 10.4.6 The policy documents described above have led to the development of a new White Paper - European Transport Policy for 2010: time to decide. (GMPTE.A56). Whilst much of this concentrates on long distance transport between Member States and the Trans-European Network, it also deals specifically with urban transport. It recognises that this is largely the responsibility of national and local authorities in the Member States. However, EU initiatives to encourage diversified energy in transport will have an impact in urban areas. The EU also intends to promote exchange of good practice in developing alternatives to the car in urban areas.
- 10.4.7 Section IV of Part III of the White Paper states:

"The big problem that these authorities will have to resolve, sooner than might be thought, is traffic management and in particular the role of the private car in large urban centres. However one looks at the problem (pollution, congestion, lack of infrastructure), **society is taking the line that it has to be curbed.** The alternative it to promote

clean vehicles and develop good public transport." (pages 81/82, highlighted as in source).

- 10.4.8 It also places considerable emphasis on the alternatives to the car, including bus lanes and cycle tracks - both of which are part of GMPTE's proposals. It states that:

"Public transport needs to achieve levels of comfort, quality and speed that come up to people's expectations." (page 84).

- 10.4.9 The proposals to introduce quality bus corridors as part of an integrated policy to develop all modes of public transport is consistent with achieving the aims of European Union transport policy. The proposed Leigh-Salford-Manchester QBC will provide a high quality alternative to the car for journeys in the corridor. The traffic management measures that will be taken as part of the introduction of the A580 section of the QBC are justified as a means of providing high quality public transport.

- 10.4.10 Turning to environmental policy, the 1992 Maastricht Union Treaty also now requires the integration into all of the Community's common policies, including the common transport policy, of environmental protection requirements. In accordance with the Fifth Environmental Action Programme, which has as its basis the concept of "sustainable development", transport systems in the Member States must contribute environmental protection.

- 10.4.11 It is recognised that the sustained growth in transport services and traffic volume has led to environmental problems. Transport is a major contributor to pollution, providing the main source of urban pollution in the form of nitrogen dioxide and carbon monoxide, the main pollutants in urban areas. It is estimated that transport is responsible for 25% of total carbon dioxide emissions, which contribute to global warming, and that 80% of this comes from road transport, mostly from the private car. Reduction in the use of the motor car with its disproportionately high cost, both in terms of infrastructure and environmental impact is therefore regarded as a priority.

- 10.4.12 The environmental consequences of traffic growth are recognised in the 2002 Transport Policy White Paper which will require the integration of transport in sustainable development. Providing additional high quality public transport that can compete more effectively with the car in congested urban areas will assist in achieving this much broader objective.

- 10.4.13 Regeneration of older industrial areas, particularly those in structural decline, is strongly supported by the EU. The Greater Manchester area, and the Leigh area in particular, have suffered through the decline of their heavy engineering, mining, textile and manufacturing base. The result has been to leave large communities without immediate access to employment

opportunities, resulting in the need for many to travel greater distances to obtain work.

- 10.4.14 One of the objectives of the Leigh-Salford-Manchester QBC is to help to improve the level and quality of access to facilities for those living in the area and to help reduce the extent of social exclusion. It is, therefore, consistent with the policy of promoting regeneration of older industrial areas.

10.5 CONCLUSIONS

- 10.5.1 This section has summarised the relevant local, regional, national and EU transport, planning and regeneration policies that are relevant to the proposed scheme. In each case, it is concluded that the proposals are consistent with these policies and will assist their implementation in the areas that it will serve.

11 PROPERTY AND COMPENSATION

- 11.1 The proposed Quality Bus Corridor and its guided Busway section affects a number of properties in a variety of ways. A fundamental principle adopted in the planning stages has been to limit the direct impact of the scheme, as far as practicable, on private property and in particular domestic property. Selecting a former Railway line as the route for the Busway assists in this aspect. It is GMPTE's view that the overall impact on property is not unreasonable for a scheme of this nature.
- 11.2 GMPTE has adopted a pro-active role in identifying affected property and communicating both with owners and occupiers directly and through the extensive consultation process.
- 11.3 GMPTE has entered into option agreements with Wigan MBC, Salford City Council and Peel Holdings LTD for the acquisition of their landholdings required for the Guided Busway. Prior to the option agreements being signed, as the land is currently open space, it has been necessary for the two Borough Councils to follow procedures set out in Section 122 and 123 of the Local Government Act 1972 (GMPTE.C4). This procedure has involved advertising the proposed disposals in the press and addressing objectors issues and representations. GMPTE has assisted in this process by way of providing appropriate information about points raised.
- 11.4 GMPTE has given full consideration to whether any property may be "seriously affected" under Section 62 of the Planning and Compensation Act 1991 (GMPTE.C14) by noise, vibration and other potential impacts. It has been determined that there are no such properties along the route.
- 11.5 GMPTE considered that to deal with property aspects related to the proposals including the acquisition costs of property and other claims will cost in the region of £1M. More detail on this aspect will be provided in evidence.

12 BUILDING THE SCHEME

12.1 SUMMARY OF WORKS

12.1.1 Building the scheme will involve the following works:

- alterations to existing highways
- advance measures to protect flora and fauna
- upgrading of diversionary footpath routes
- clearance and ground remodelling of the railway corridor
- structural works
- ground preparation and drainage
- construction of the Busway and stops
- construction of the recreational route and other paths
- construction of the park-and-ride sites
- ancillary works
- landscaping.

12.1.2 This section of the Statement of Case also addresses:

- construction access
- construction programme
- environmental impacts of construction.

12.1.3 It is important to understand that contractors will be required to undertake all works in accordance with GMPTE's Code of Construction Practice (CoCP) a draft of which is included in Appendix L of the Environmental Statement. In conjunction with the normal regulations applying to construction work, this is designed to safeguard neighbouring communities, as well as existing flora and fauna, from unacceptable environmental nuisance.

12.2 ALTERATIONS TO EXISTING HIGHWAYS

12.2.1 Alterations to existing highways will be required:

- between Leigh Bus Station and East Bond Street
- to public highways crossing the Busway
- to the A580 and A6.

12.2.2 The above works will involve a range of typical highway works including:

- service diversions
- kerb realignments
- drainage and lighting alterations
- new carriageway and footway construction
- signing and lining
- traffic signal installations or modifications.

12.2.3 None of the proposed works are particularly complex in engineering terms, but all will involve the usual disturbance associated with such minor highway works including possible local diversions and possible delays to traffic and pedestrians. No public highway closures will be required except at:

- Chapel Street (permanent closure already mentioned in paragraph 5.2.3)
- City Road (temporary closure for bridge construction as described below).

12.2.4 The contractor will be required to submit proposals for managing the highway works for acceptance by the relevant Highway Authorities. The relevant authorities will be responsible for ensuring that any disruption to normal highway activity is kept to the minimum necessary and will not be unacceptable to local highway users. The authorities will be particularly keen to ensure that safety is not compromised, that undue delays will not be incurred, and that an adequate level of access to frontage premises is maintained at all times. In this way, the public interest will be protected.

12.3 ADVANCE PROTECTION OF FLORA AND FAUNA

12.3.1 The advance protection of flora and fauna is a necessary and important feature of the construction process. The objectives of the design strategy for the quality bus corridor include the desire to minimise visual intrusion and to minimise the impact on the existing landscape, and to create a quality environment for the bus and recreation corridor. Further, in several areas water voles and great crested newts, both protected species, inhabit watercourses and water bodies either within the corridor or immediately adjacent to it. In addition, the amount of space that is physically available for construction operations is restricted. In combination, these constraints require that a detailed programme of advance works be undertaken to enable the main construction period to proceed without undue hindrance or delay.

12.3.2 Surveys to date have identified which areas of existing vegetation will need to be cleared and which retained. Until the outcome of the Transport and Works Order application is known it is not possible to determine a precise start time for construction and hence for any advance works. However, the

optimum time for vegetation clearance is in the autumn and winter between September and January.

- 12.3.3 Clearance at other times of the year is possible but it is highly likely to conflict with nesting birds, in which case a detailed survey of each tree, hedgerow and area of scrub to be cleared would be required to establish the presence of nesting birds. Any nesting birds discovered would need to be protected until the nest was vacated at the end of the breeding season. Vegetation to be retained will be protected by stout fencing in accordance with BS5837 (Trees in Relation to Construction) (GMPTE.C15).
- 12.3.4 Faunal surveys to date as part of the environmental assessment have identified several water bodies adjacent to the corridor that contain one or more protected species. Water voles are known to inhabit the watercourses along and to the west of Cooling Lane. Great crested newts and other newt species inhabit ponds in the same area and those further eastward within the New Ponds at Manchester Site of Biological Importance.
- 12.3.5 Advance works will be required to manage both species. These will consist of additional detailed surveys between late April and early October for field signs of water voles followed by exclusion and translocation as required. These are required to update existing information on the distribution of water voles. Exclusion and translocation will involve strimming of bank-side vegetation, identifying existing burrows and suitable receptor sites, installing exclusion fencing and live capture traps, trapping and physical movement of water voles to their new burrows followed by measures to ensure they do not return to their existing burrows. Additional enhancement measures will be considered to encourage water voles to colonise the area further and to extend their present range. The timing of these activities will be agreed once a date for the start of construction is known.
- 12.3.6 A similar approach of exclusion and translocation will be adopted in respect of the local great crested newt population. Current advice of English Nature is that there should be no net loss in local great crested newt status, taking into account factors such as population size, viability and connectivity. Hence, it is the aim of GMPTE to ensure that appropriate mitigation measures in respect of the current proposals are carried out to maintain a population of equivalent status on or near the original sites adjacent to the Busway.
- 12.3.7 Locations of great crested newts within 500m of the former rail corridor are known in some detail and are reported on in the Environmental Statement. However, information on the status the great crested newt population in the area is insufficient to make the determinations required under new legislation and mitigation guidelines prepared by English Nature. Consequently, an application will be made to DEFRA to gain permission to move and relocate any endangered great crested newt populations. To achieve a successful licence application additional surveys will be undertaken in the appropriate

months and using appropriate techniques to generate suitable data to interpret and evaluate the local great crested newt population and identify appropriate mitigation measures.

12.3.8 Such measures include presence/absence surveys using a variety of methods during suitable weather conditions of each pond offering potential breeding habitat within 500 metres of the Busway. Once the presence of great crested newts has been confirmed additional visits will be undertaken to obtain a reliable estimate of the population size. The optimum time for all of these surveys is between mid-March and mid-June. Having completed the surveys and an assessment of the size of the great crested newt population made, the potential impact of the proposals will be made and a detailed method statement prepared. Ongoing advice will be sought from English Nature and the Environment Agency. All of these activities are a prerequisite to an 'Application for a Great Crested Newt Licence in Respect of Development' which needs to be granted by DEFRA before further mitigation works can proceed.

12.3.9 The DEFRA licence application requires the following information to be clearly stated:

- The total number and life stages of newts that will be affected by the proposed development;
- The number of ponds to be lost, created and restored;
- The total area of terrestrial habitat to be lost, created and restored.

12.3.10 Consequently, all potential great crested newt habitat within 500m of a confirmed breeding pond will be considered when identifying the potential impacts of the scheme. Current research quoted in the Habitat Regulations 1994 indicates that juvenile newts may roam up to 500m from breeding ponds. The legislation confers strict protection of all life stages of great crested newts and all habitats used by the species, both aquatic and terrestrial.

12.4 DIVERSION OF THE RAILWAY CORRIDOR PATH

12.4.1 The scale of construction within the existing railway corridor is such that it will not be safe to allow the public to use the existing path along it during construction of the Busway and linear park.

12.4.2 This will require all path users to divert to alternative routes. Throughout the length of the corridor, a network of alternative public rights-of-way is available parallel to the corridor and not far distant. These have been surveyed and at the time of Busway construction, it is intended to upgrade them where their quality is below an acceptable standard (in terms of surfacing, drainage, width etc.). The final network of diversionary routes to be used and the proposals to upgrade them will be agreed with Wigan MBC and Salford City Council in due course, nearer to the time of construction.

12.4.3 Surveys show that the numbers of people using individual sections of the path are typically up to 40 people/hour west of Astley Street at a weekend (mostly walkers, but including some cyclists and equestrians) and up to 90 people/hour at a weekend on the urban section between Astley Street and Upton Lane (walkers and cyclists). Path usage on weekdays is lower.

12.4.4 Paths and bridleways crossing the railway corridor will remain open, but may be subject to temporary local diversion to suit the construction process. In this way a reasonable network of alternative recreational routes will be available to existing users of the railway corridor at all times.

12.5 CLEARANCE AND GROUND MODELLING OF THE RAILWAY CORRIDOR

12.5.1 Throughout much of its length, the Busway will be constructed at a different level to the former railway and at a different level to existing ground levels along the corridor. Lengths of embankment will require to be removed, with some infilling of cuttings required elsewhere. Further, minor earthworks will be needed to regrade paths, highways and bridleways on either side of the Busway.

12.5.2 This work will require the movement of volumes of earth both along the railway corridor and between the corridor and tip sites. It will also include the disposal of any unsuitable materials or other obstacles to construction found along the route, including the former railway bridge between City Road and Newearth Road. It will involve the relocation or protection of any services within the corridor.

12.5.3 This work will result in ground levels along the corridor being made suitable for the Busway and recreational route. It will also result in the clearance of existing vegetation from the areas where levels are changed leaving, for the time being, a bare strip of land to accommodate further works. Disposal of any contaminated material and Controlled Weeds, such as Japanese Knotweed, will be done in accordance with regulations.

12.6 STRUCTURAL WORKS

12.6.1 The few structural works along the Busway corridor will be commenced an early stage, and will include:

- construction of the Busway and recreational route bridges across Lilford Park Brook.
- construction of the retaining walls to support the Busway and recreational route ramp leading up to the west side of Hough Lane.
- construction of the Busway bridge across City Road.

- strengthening or reconstruction of culverts, subject to more detailed condition survey.
- construction of minor retaining walls where needed.

12.6.2 The precise nature of these works will depend on their detailed design, but their design will take into account the need to minimise nuisance to nearby properties during construction. For example, the aim will be to minimise the need for driven piles in bridge and retaining wall foundations and to maximise the use of structural components that can be fabricated off-site.

12.6.3 The works will inevitably involve the presence at the sites concerned of stores of materials and many typical items of construction plant such as excavators and back-actors, cranes or lifting equipment, lighting, power tools, generators and compressors, non-residential accommodation for staff etc. Site deliveries will be made from the nearest point at which a public highway crosses the Busway, with onward access to the construction site being along the Busway corridor itself. Construction workers may access the site on foot from other public highways close to but not contiguous with the corridor.

12.6.4 The structural works will be contained within the Busway corridor except for some possible culvert strengthening on or beyond its boundaries. However, the construction of the Busway bridge over City Road will require something of the order of two 5-hour closures of the road when the bridge beams are placed. These are likely to take place during Saturday/Sunday nights, with special arrangements in place in case of a need for emergency access at such times.

12.7 GROUND PREPARATION AND DRAINAGE

12.7.1 Once the site has been cleared, the next step will be to prepare the ground to ensure that it has sufficient strength and stability to provide a suitable formation for the Busway and recreational route. Part of that process will include installation of a drainage system to ensure that the formation is adequately drained and is not at risk of being weakened by un-drained rainwater.

12.7.2 Ground preparation could include some or all of the following tasks:

- removal of localised areas of soft or unsuitable ground.
- rolling or compaction of the ground.
- application of a capping layer of good quality material over weaker ground.
- final grading to design formation levels.

12.7.3 Installation of the drainage system will include:

- installation of drainage pipes in trenches filled with filter material within the formation.
- placing of an impermeable membrane over the remainder of the formation.
- construction of drainage outlets to local streams (as agreed with the Environment Agency or local authorities as appropriate) and connections to local highway drainage systems (as agreed with the relevant highway authorities), including interceptors to prevent contaminated fluids from entering such drainage systems.

12.8 BUSWAY AND STOPS

12.8.1 The Busway will be largely constructed from pre-cast components manufactured off-site. The proposed form of construction will be:

- laying of a highway-type sub-base over the impermeable membrane.
- placing of precast concrete “sleepers” at right angles to the line of the Busway.
- fixing of precast concrete beams to the sleepers (the concrete strips upon which the buses will run).
- attachment of guidance upstands where these are not integral with the running beams (e.g. at “funnel” sections).

12.8.2 Unguided sections of the Busway (e.g. entry and exit lengths at public highway junctions, the bus interchange east of Astley Street) will be constructed as standard highway construction. The activities involved are summarised under “park-and-ride sites” below.

12.8.3 Ducts for communication systems will be laid alongside the Busway.

12.8.4 The stops will be constructed contiguous with completed sections of Busway, and will involve small-scale engineering works such as brickwork, placing of sub-base and platform surfacing, fencing, signing, installation of shelters, ticket machines etc.

12.8.5 The construction of the Busway and stops will require the presence on site of the same types of equipment already noted under “Structural Works”.

12.9 RECREATIONAL ROUTE AND PATHS

12.9.1 The recreational route and other paths will be constructed by placing the path material in layers and rolling and compacting it. Care will be taken to ensure that it has a fully compacted granular surface and a cross fall designed to direct rainwater runoff into the drainage system.

12.10 PARK AND RIDE SITES

12.10.1 The park and ride sites will be constructed in the same way as any other surface car park, with the principal activities being:

- site clearance
- formation preparation
- drainage installation
- kerbing, footway and pavement construction.

12.11 ANCILLARY WORKS

12.12.1 These will include finishing touches such as:

- fencing
- signing
- lighting
- marking.

12.12 LANDSCAPING

12.12.1 During construction of the Busway and in the vicinity of works, all existing vegetation that is to be retained will be protected by stout fencing in accordance with BS 5837 (Trees in Relation to Construction British Standard) (GMPTE.C15). Pruning work will also be carried out where necessary to provide the appropriate clearance and to remove any defects in accordance with BS 3998 (British Standard Recommendations for Tree Work) (GMPTE.C16).

12.12.2 Any planting or fence erecting work that can be carried out without subsequent disturbance will also be implemented to provide mitigation of construction activities. All planting work will be carried out in the next available planting season following completion of construction of the guideway and recreation route, either in phases or as a whole operation. Planting works will be carried out in accordance with BS 4428 (British Standard Code of Practice for General Landscape Operations (excluding Hard Surfaces)) (GMPTE.C17). Planting will receive intensive "establishment maintenance" to ensure maximum survival rates. Any planting that fails to establish will be replaced in the next available planting season.

12.13 CONSTRUCTION ACCESS

12.13.1 A particular characteristic of the Busway construction site is its linear nature, with access points for construction traffic available only from the public highways crossing the corridor. Preliminary discussions with Wigan MBC

and Salford City Council have indicated that access to the railway corridor for construction traffic would be feasible at the following points:

- East Bond Street (access from Spinning Jenny Way via Princess Street; access along a short length of East Bond Street to the east of Princess Street to the park-and-ride site only)
- Holden Road (access from both directions)
- Astley Street (access from the Tyldesley direction only)
- Hough Lane (access from both directions)
- Sale Lane (access from both directions)
- City Road (access from south during bridge construction only)
- Newearth Road (access from both directions)
- Sandringham Drive at Higher Folds (limited access only).

12.13.2 These roads are deemed suitable for use by construction vehicles of all sizes and will provide links between the construction site and the “main” road network in the area.

12.13.3 In addition, the contractor may choose to provide construction compounds on suitable sites (subject to negotiation with site owners and local planning approval) close to but outside the corridor. These could be used as reception points and the storage of materials equipment etc., with separate arrangements being made for the further transfer of items between the compound and the construction sites. Site access under the later arrangements would also be limited to the public highway access points listed.

12.13.4 Construction traffic would be prohibited from accessing the site via any other routes. Site staff may be able to access the site on foot from other public highways close to, but not contiguous with the corridor.

12.13.5 Traffic to and from the site will comprise:

- staff movements
- equipment and material deliveries
- other deliveries and visits
- removal of redundant spoil and other materials.

12.13.6 There will be a need for construction loads of all types to be transported along the corridor between public highway access points and the locations where the loads are required, or originate. It will be the contractor’s responsibility to organise the logistics of this operation. Depending on how the construction process is managed (which is likely to vary by time and location), there may be a need for transfer of loads between road vehicles and

construction vehicles at or close to the public access points, but within the corridor.

12.13.7 In summary, construction traffic movements will comprise:

- access to construction compounds via designated routes on public highways
- access to and from the site via designated public highway routes
- some staff movements on other roads (mainly by car)
- movement of construction equipment, materials etc. along the corridor itself.

12.14 CONSTRUCTION PROGRAMME

12.14.1 The logistical difficulties of working in linear corridors with up to 3 kilometres (Holden Road - Astley Street) between access points will impose constraints on the construction programme that can be adopted. A particular challenge will be to manage the conflicts within a narrow working area between construction work and the movement of materials and equipment along the site.

12.14.2 At this stage it is presumed that the contractor will be able to work on all sections of the route simultaneously, but that the overall construction period will be governed by the time taken to complete the longest section, between Holden Road and Astley Street. Not only is this the longest section, but it also includes the bridges over Lilford Park Brook. Unless it is possible to provide temporary bridging clear of the construction works for the permanent bridges, the brook could prove a barrier to the movement of construction vehicles along the site until the bridges are complete.

12.14.3 This section of the corridor also contains great crested newts at the ponds between Millers Lane and Cooling Lane. Advance actions will be needed to trans-locate newts out of the corridor before construction work starts, and take steps to prevent their return. This work will not only contribute to the overall length of construction programme, but it has to be undertaken during March - July to suit the annual breeding cycle. Depending on other outcomes (e.g. the timing of the Secretary of State's decision in respect of the Transport & Works Order application), there may be benefit in undertaking environmental protection works as an advance contract ahead of the main construction contract to suit the seasonal requirements of such work. Similarly, the planting work involved in landscaping at the end of the contract may be seasonally constrained in its timing.

12.14.4 Taking all these factors into account, but assuming consecutive environmental and construction works, it has been estimated that it will take up to two years to construct this length of the Busway and this period has

been assumed for planning purposes. The contractor may be able to complete other sections of the Busway in a shorter time, in which case they would either commence after works on the Holden Road - Astley Street section or be completed before these works are finished, to suit the contractor's overall programme and resource availability.

12.15 ENVIRONMENTAL IMPACTS OF CONSTRUCTION

12.15.1 The exact nature, extent and location of possible environmental impacts during construction will depend on how the scheme in detail will be built by the appointed Contractor. Although these details are as yet unknown, GMPTE with its advisors propose a range of measures designed to minimise disruption on the natural environment and to residents and businesses in the vicinity of the scheme throughout the construction programme. These measures are based on experience gained from other linear transport schemes of a similar size and complexity to the proposed quality bus corridor.

12.15.2 The chosen contractor will be required to follow the CoCP. The general requirements of the draft CoCP include:

- Managing construction activities that affect public and private highways in an environmentally responsible manner.
- Controlling noise, the generation of dust and air pollution.
- Protecting watercourses, water bodies and groundwater.
- Minimising vibration.
- Ensuring that the handling and disposal of any contaminated materials is in compliance with relevant HSE guidance.
- Detailing how the nature conservation interest of the corridor will be protected in accordance with UK and EC legislation, and British Standards.
- Maintaining site boundaries and controlling site activities not only for health and safety reasons but to minimise nuisance to local residents.
- The need for archaeological vigilance.
- The proposed method for managing the above to the benefit of local residents, businesses and the natural environment.

12.15.3 The content and the proposed mechanism of enforcement of the CoCP including working sites and access routes for construction traffic will be agreed with the relevant departments of Wigan MBC and Salford City Council prior to construction. Implicit in any agreement will be the objective of countering the cause of complaint or non-compliance as close to the moment of occurrence as possible. This may require acoustic, landscape, ecological and archaeological specialists to be either on site or available at

short notice, both to monitor construction progress and to be able to respond quickly to any complaints of non-compliance. GMPTE will work in partnership with the local authorities to ensure that disruption, nuisance and annoyance during the building of the quality bus corridor are kept to a minimum.

12.15.4 The key elements of the CoCP will be to:

- minimise the impact on the landscape of the corridor.
- protect flora and fauna.
- keep an archaeological watching brief.
- maintain access.
- minimise nuisance due to dust.
- manage noise and vibration levels from construction activities.

12.15.5 Minimal impact on the landscape of the corridor will be achieved by:

- protecting existing vegetation to be retained.
- installing permanent screen fencing at the earliest possible time before other construction work starts.
- mitigation planting.
- the careful selection of site access points and site compound locations.

12.15.6 With regard to flora and fauna contractors will be required to follow BS5837 “Guide for Trees in relation to Construction” and to comply with the requirements of the Wildlife and Countryside Act (1981) (GMPTE.C18), as amended, together with any other relevant UK legislation or European Directive. Sections of the corridor contain water voles and great crested newts both of which are protected species. Prior to, and during construction temporary specialist fencing will cordon off areas containing such species to which access will not be permitted without the authorisation of the supervising ecologist.

12.15.7 Throughout the period of site clearance and earthworks an archaeologist will monitor any ground disturbance for artefacts (a ‘watching brief’). Any archaeological features which are uncovered will be recorded by a recognised archaeological institution.

12.15.8 As far as possible the integrity of the local right of way network will be maintained during construction. However, it is unavoidable for the local path network not to be affected. Paths crossing the route will be kept open although temporary diversions or closures might be needed locally. However, paths alongside the construction site will not be kept open during

the construction period due to primarily insufficient space and the potential danger and nuisance to users.

- 12.15.9 Dust impacts include potential hazards to health, damage to property or nuisance to dwellings or other sensitive receptors, such as flora and fauna. Transport of dust, once airborne, depends on wind strength, particle size and topography. Specific measures are detailed in the CoCP to manage the generation of dust and to maintain local air quality.
- 12.15.10 The likely levels of noise or vibration from construction activities along most of the route will be comparable to major road works. The construction noise assessment is contained in Volume 2: Part 4 of the Environmental Statement. The main impacts during construction are expected to be noise from plant machinery during the three main phases of ground excavations, earthmoving, placement of the concrete guideway and also due to works at the Hough Lane overbridge.
- 12.15.11 All of these issues have been considered in the design of the overall scheme. For example, GMPTE's proposals to use pre-cast concrete sections for the guideway, rather than to cast in-situ, will minimise noise from concreting activities and the revised design and construction method at Hough Lane will be less noisy for shorter periods than originally required. Those areas where construction works will require mitigation are locations where houses lie within 50 metres of the work. At such locations, in accordance with modern working practices, the principles of 'Best Practicable Means' will be used to reduce noise emissions.

12.16 COMMUNITY LIAISON DURING CONSTRUCTION

- 12.16.1 GMPTE has considerable experience of managing construction contracts of this nature. Phase 1 of Metrolink involved rebuilding sections of the Manchester to Bury and Manchester to Altrincham railway lines and linking them on street through new works within the centre of Manchester. Phase 2 involved new construction through the Salford Quays area, large parts of which were fully developed. More significantly it included a 3 kilometre on-street section in the residential area of Eccles New Road and the centre of Eccles.
- 12.16.2 The Phase 3 Metrolink contract will involve building three more lines to Manchester Airport, Ashton-under-Lyne and Oldham and Rochdale. This will cover a variety of working environments ranging from railways to on street sections in both residential and commercial areas.
- 12.16.3 GMPTE's policy is to maintain close liaison with the local communities and businesses in the areas that will be affected by the works. On the Eccles section of the line a local residents committee was set up chaired by a ward Councillor. This met regularly and was a means through which residents and

businesses could raise issues of concern throughout the construction process. At the end of the process, GMPTE was congratulated by Salford City Council for its community liaison work.

- 12.16.4 This was supported by a full time team of community liaison managers working both for GMPTE and the contractor in the area. They were available to local residents, businesses, schools etc. to ensure that any problems - no matter how major or minor - were resolved by the appropriate body as quickly as possible.
- 12.16.5 Enhanced arrangements are being put in place for the Phase 3 Metrolink construction programme. This involves senior managers on the GMPTE project team with specific responsibility for community liaison and local authority liaison. The latter includes working with local Councillors.
- 12.16.6 GMPTE would apply this experience to the construction of the Leigh-Salford-Manchester Quality Bus Corridor throughout the construction process. Full time community liaison staff would be appointed and a senior manager in the project team would be responsible for community liaison. It is likely that, building on the success in Eccles, a walk in "information shop", located near the scene of main activity as far as possible, would be open throughout the construction process.

13 ISSUES ARISING IN OBJECTIONS

13.1 GMPTE POLICY FOR HANDLING OBJECTIONS

13.1.1 553 objections, including late objections and duplicate objections have been notified to GMPTE at the time of preparation of this document. Of these, 438 arrived in the form of a standard letter, of which there were 4 variants:

- 411 were "Busway / Noway" standard letters of objection
- 14 were a standard "bridleway" letter of objection
- 3 were versions of the full "Busway / Noway" letter of objection
- 10 were summarised versions of the "Busway / Noway" standard letter of objection

13.1.2 Of the above standard letters of objection, 45 contained additional hand written comments on the prepared standard letter or an enclosure of further comments. The objections can be categorised into those which raise general issues which affect the whole line or substantial parts of it (for example the loss of recreational facilities and the suggestion of alternatives) and those that relate to the proposals in specific locations.

13.1.3 GMPTE's practice in the promotion of other Transport and Works Act Orders is to seek to negotiate with objectors with a view to reaching a mutually acceptable agreement, which will allow the objection to be withdrawn. This process will continue, if necessary, up to and during the Inquiry. Where it is evident that it will be unlikely that an agreement leading to the withdrawal of an objection will be reached, GMPTE will enter into dialogue with the objectors who have indicated their intention to appear at the Inquiry to ascertain which matters of fact can be agreed before that Inquiry.

13.1.4 This section of the Statement of Case identifies the issues raised in objections. A detailed response those issues will be presented in evidence.

13.2 GENERAL ISSUES RAISED IN OBJECTIONS

Rail Alternatives

13.2.1 Many objectors have indicated their preference for a rail link. Alternative railway proposals that have been put forward in objections are:

- A spur from the Wigan / Atherton / Manchester line.
- A rail link between Wigan & Manchester routed via Platt Bridge, Leigh and Kenyon.

- Use of the former Kenyon - Bolton line and using the mineral line at Bickershaw Colliery.
- Use of Newton-Le-Willows to Manchester rail line with a new station to serve Leigh.
- Addition of new Tyldesley station on Wigan to Manchester line.

13.2.2 Paragraphs 4.5.2 to 4.5.19 above set out GMPTE's analysis of the rail alternatives that had been suggested prior to the Application being made. The above proposals will be examined in detail, but they would all suffer from the constraints imposed by lack of rail capacity in central Manchester, and the other more general problems concerning all rail options that are discussed in paragraphs 4.5.14 to 4.5.19.

Metrolink Alternatives

13.2.3 Some objectors suggest the further expansion of the Metrolink system from Eccles to Leigh as an alternative to the Quality Bus Corridor. This has been considered by GMPTE and not pursued for the reasons set out in paragraphs 4.5.20 and 4.5.21.

Alternative Bus Services

13.2.4 Other objectors have put forward suggestions for bus alternatives, including extending the bus priority measures along further lengths of the A580 to provide an express service direct to Leigh. Paragraphs 4.5.22 and 4.5.23 explain why, in GMPTE's views this would not be a viable option, especially as it is an option that is open to bus companies at present - which they have not chosen to pursue.

Lack of Support

13.2.5 Many objectors have commented on the lack of support for the proposals and many refer to the phone in survey undertaken in the local press where the majority of the respondents were against the scheme. GMPTE does not accept this survey as being valid when compared to the independent survey it carried out using a professional market research company who themselves used a proper sampling technique.

Wildlife / Environment Issues

13.2.6 Objections have also been made on wildlife or environmental grounds. Concerns were expressed about the impact on local wildlife and the damage to the environment resulting from construction and operation of the Busway. Some residents are concerned about the visual impact of the Busway and the impact on the privacy of their residences.

- 13.2.7 As with all the schemes that GMPTE has developed to Transport and Works Application standard, an explicit environmental development perspective was adopted from the early stages of scheme development. GMPTE has carried out a full Environmental Impact Assessment, which has been submitted as an Application Document and is summarised in Section 8 above. Where there are adverse environmental impacts, mitigation measures have been identified.
- 13.2.8 For example, there will be no net loss of trees - where it is not possible to keep a tree it will be replaced. Similarly, where it is not possible to keep other wildlife features such as ditches or scrub they will be replaced, although the replacement of habitat and trees will not necessarily be in the same location. The Busway corridor will be carefully landscaped, to the approval of the local planning authority to compensate for the loss of existing vegetation.
- 13.2.9 Much of the Busway will be at a lower level than the present railway embankment to help reduce the impact on privacy of residences. There will also be extensive screening.

Increased Congestion

- 13.2.10 Many objectors comment that the Busway would rejoin the highway just where the current levels of congestion become apparent. There was a widely held view that congestion on the 'on road' sections would increase significantly as a result of the scheme and this would minimise any benefits of the scheme. Many objectors are concerned about increased congestion associated with the park and ride sites. It is a fundamental principle of the development of the overall QBC scheme that it will not give rise to increased travel time for non-priority traffic along or across the A580. GMPTE believes that it has demonstrated this to the satisfaction of the highway authorities.
- 13.2.11 There are some specific comments about the increased congestion that would occur on Hough Lane and Holden Road as a result of the scheme.
- 13.2.12 It is intended to retain two lanes along the A580 in each direction for general traffic. Where two lanes for other traffic already exist the bus lanes will be constructed as additional lanes within the nearside verge. Where the existing highway has three lanes, the bus lane will occupy the nearside lane leaving two lanes for general traffic.
- 13.2.13 GMPTE has demonstrated to the satisfaction of the local highway authority that the capacity of the key junctions on the A580 is maintained as explained in Section 5.12.
- 13.2.14 Some road users are predicted to switch from car to the Quality Bus Corridor services. This will contribute to reducing traffic congestion on the A580 and

other parts of the highway network. This will benefit those who remain on the road network.

Loss of Recreational Amenity

- 13.2.15 Objections have been received regarding the loss of recreational space as a result of the scheme. Many respondents complain about the impact the Busway would have on their equestrian activities. Concerns are also expressed about the loss of an area of countryside, which is used as a recreational space for walkers, horse riders and residents.
- 13.2.16 GMPTE intends to provide a combined walkway and cycleway next to the whole length of the proposed Busway. GMPTE's case is that there will be an overall improvement to level and quality of the recreational facilities, including making them accessible to the mobility impaired, including those in wheelchairs. Sections 5.8 and 9.4 summarise these proposals.
- 13.2.17 GMPTE is also aware that part of the former railway is used by horse riders and it is intended that a bridleway will be provided from Astley Street to Holden Road, which has been developed in cognisance of the guidance and best practice advice available, and will include provision for horses to cross the Busway.

Inadequate Journey Time Saving

- 13.2.18 Objectors allege that the journey time savings compared to the existing road route did not justify the scheme. There is concern that the off-road section would not significantly reduce journey times between Leigh and Newearth Road whilst incurring the majority of the scheme cost and disturbance.
- 13.2.19 The scheme will offer substantial journey time savings, especially in the morning peak. The journey times by the present bus services are set out in Section 4.3 and can be over an hour from Leigh to Manchester. With the QBC proposals journey times will be reduced to a consistent journey time of about 40 minutes throughout the day.

Increased Pollution and Noise and Vibration

- 13.2.20 Objectors are concerned about the pollution, noise and vibration that would occur as a result of the scheme. Some objectors are specifically concerned about the noise and dust during construction, others about the noise, fumes and vibration caused by the movement of buses along the guided section of the Busway. Objectors comprise those who live close to the guided section of the route and those who use the area for recreational purposes.
- 13.2.21 These matters have been taken into account throughout the development of the scheme. The Environmental Assessment indicates relatively few residual

impacts once the proposed mitigation measures have been provided. Section 12 deals with the construction process and the Code of Construction Practice which will be mandatory on the contractor. This will contain strict controls of noise, dust and pollution and the hours of working - all of which will be subject to the control and approval of the local authorities.

- 13.2.22 Buses using the QBC will have to meet stringent noise and engine emission standards as explained in Section 7 above.

Property Devaluation, Compensation and Adverse Economic Impact on Businesses

- 13.2.23 Objections have been made expressing a fear of suffering an adverse economic impact. Many of these objectors fear that their property prices will suffer, others that the route will deter customers from visiting their commercial premises. A few fear that shoppers will use the route to shop elsewhere thereby threatening the viability Leigh town centre.

- 13.2.24 Sections 9.6 and 9.7 explain how, by reducing journey times and improving access between Leigh, Higher Folds, Tyldesley and Ellenbrook and the rest of the conurbation, there will be an overall increase in the level of economic activity in the area.

- 13.2.25 The scheme has been planned to minimise the direct and indirect impact of the proposals on both commercial and residential property. GMPTE's view is that the overall impact on property is not unreasonable for a scheme of this nature.

- 13.2.26 Issues relating to compensation are outside the scope of the Inquiry.

Safety and Security

- 13.2.27 Objectors have concerns over the security of passengers waiting at bus stops. Some objectors believe that the scheme will be susceptible to vandalism, whilst others believe that the bus stops will attract gangs of youths whilst yet others express a fear that the park and ride sites will encourage car crime.

- 13.2.28 Many objectors have expressed concerns over how horses may react to the passage of buses along the guided sections.

- 13.2.29 Greater Manchester Police have been consulted about the design of the QBC and the guided section in particular from the outset. They have offered valuable advice on designing out crime, which has been incorporated into the proposals. There will be an overall reduction in road accidents arising from the expected transfer of car trips. This is explained in Section 9.5.

- 13.2.30 There will be a number of positive benefits in safety and security to persons and property from the scheme. Provision has been made in the capital cost estimates for the introduction of CCTV along the Busway section of the scheme. In addition the Busway sections will be staffed by mobile rangers who will be responsible for management of the recreational route. The increased use of the facility by Busway users and users of the recreational route will also deter anti-social and criminal behaviour.
- 13.2.31 GMPTE has taken professional advice on the interaction between horses and buses using the Busway section.

Construction

- 13.2.32 Several objections refer to problems associated with construction. These include concerns over noise, dust, severance and the problems associated with the movement of construction traffic. The construction process is explained in Section 12. In particular the Code of Construction Practice and extensive community liaison during construction, which have been successfully applied on Metrolink, will address these concerns.

Unproven Financial Case

- 13.2.33 Some objectors do not consider the scheme to be economically viable, mainly due to a perception that the time benefits will be small and that the scheme will attract few passengers.
- 13.2.34 Section 6 summarises the results of the economic appraisal that has been approved by the Department of Transport Local Government and the Regions. This shows that the proposal meets current government criteria for funding and that the operation will have a financial surplus of about £0.5 million per year.

Only Serves Leigh – Manchester corridor

- 13.2.35 Many objectors allege that the Busway only serves the Manchester - Leigh corridor and will not facilitate travel to other regional centres outside this corridor.
- 13.2.36 Section 3 explains in detail that the proposed scheme is part of a network of Quality Bus Corridors serving most of the conurbation. Section 9.7 also explains that there is potential in the future for further Busways or major bus priority routes serving the area. One of the benefits of the guided bus concept is that services can use the facility for part of their route and can provide a network of additional routes beside the core Leigh-Salford-Manchester service that can benefit from the Busway. Section 4.4 explains this.

Parking and Park and Ride

- 13.2.37 Many objections have been received regarding parking and the problems associated with park & ride sites. Many objectors believe that park & ride sites would increase congestion in their vicinity. Objectors also fear that parking by users of the Busway would become an issue near to the bus stop locations.
- 13.2.38 The local park & ride sites along the guideway were introduced to address concerns raised by local residents in consultations that users of the QBC scheme may bring with them neighbourhood parking problems. These sites should minimise this risk. Should a problem still occur, steps will be taken, in conjunction with the police and Wigan MBC, which is responsible for traffic management, to address it.

13.3 SUMMARY

- 13.3.1 Many of the issues raised in the objections have been addressed in the Statement of Case. This is, however, only a summary of GMPTE's case and the issues will be considered in more detail in evidence. In the interim GMPTE will follow the policies set out in Section 13.1 for dealing with objectors.

**14 MAP OF THE LEIGH - SALFORD - MANCHESTER
 QUALITY BUS CORRIDOR**

15 LIST OF APPENDICES

APPENDIX 1 GMPTE Statement of Case Document List

APPENDIX 2 Locations where GMPTE Statement of Case Documentation may be inspected until the date of the Public Local Inquiry

THE GREATER MANCHESTER (LEIGH BUSWAY) ORDER

STATEMENT OF CASE DOCUMENT LIST

List A - Statement of Case documents (other than UK and EC guidance and legislation)

GMPTE.A1 to GMPTE.A11	The Greater Manchester (Leigh Busway) Order, Order Documents
GMPTE.A1	Letter of Application
GMPTE.A2	Draft Order
GMPTE.A3	Explanatory Memorandum
GMPTE.A4	Request for Planning Direction
GMPTE.A5	Declaration as to Status of the Applicant
GMPTE.A6	Resolution of Greater Manchester Passenger Transport Authority
GMPTE.A7	Rule 5 Affidavit
GMPTE.A8	List of Consents etc
GMPTE.A9	Estimate of Costs
GMPTE.A10	Details of the Applicant's Proposals for Funding
GMPTE.A11	Book of Reference
GMPTE.A12 to GMPTE.A14	Environmental Statement
GMPTE.A12	Environmental Statement - Volume 1
GMPTE.A13	Environmental Statement - Volume 2, Part 1, Figures and Illustrations
GMPTE.A14	Environmental Statement - Volume 2, Part 2, Appendices to Volume 1

GMPTE.A15 to GMPTE.A19	Application Plans
GMPTE.A15	Works Plans and Sections
GMPTE.A16	Land Plans
GMPTE.A17	Rights of Way Maps
GMPTE.A18	Planning Plans
GMPTE.A19	Technical Development Plans: Part 1, Leigh Guided Busway; Part 2, A580/A6 Bus Priority Section
GMPTE.A20	Investing in Excellence - Greater Manchester Local Transport Plan, 2001/02-2005/6, AGMA/GMPTA
GMPTE.A21	Formal decision letters
GMPTE.A22	White Paper – New Deal for Transport – Better for everyone, 1998
GMPTE.A23	LTP Annual Progress Report, August 2001
GMPTE.A24	Greater Manchester Strategic Rail Study, Final Report, June 2001, Oscar Faber
GMPTE.A25	The Strategic Plan, Strategic Rail Authority, January 2002
GMPTE.A26	Integration Project Annual Report, 1998-1999
GMPTE.A27	From workhorse to thoroughbred – A better role for bus travel
GMPTE.A28	Note on Higher Folds responses to GMPTA consultation on bus strategy
GMPTE.A29	Leigh Manchester Quality Bus Corridor, Evaluation of Social Benefits, Roger Tym and Henry Shaw, May 2002
GMPTE.A30	Wigan MBC Unitary Development Plan
GMPTE.A31	City of Salford Unitary Development Plan
GMPTE.A32	Rail alternative report – WS Atkins

GMPTE.A33	PTA report on 1998 consultation
GMPTE.A34	PTA report on 1999 consultation
GMPTE.A35	1998 Consultation brochure
GMPTE.A36	1999 Consultation brochure – Leigh to Manchester
GMPTE.A37	1999 Consultation brochure – Leigh Guided Busway
GMPTE.A38	1999 Consultation brochure – A580 East Lancs Road Bus Priority
GMPTE.A39	GMPTE scheme Information sheets
GMPTE.A40	Harris opinion research survey - 1
GMPTE.A41	Harris opinion research survey – 2
GMPTE.A42	Major Scheme Appraisal in Local Transport Plans, Part 1: Detailed Guidance on Public Transport Schemes, DTLR, 2001
GMPTE.A43	Annex E submission, Final Report, January 2001, Steer Davies Gleave
GMPTE.A44	Environmental Scoping exercise 1997
GMPTE.A45	Benefits of Metrolink Investment for the Greater Manchester Economy, Centre for Economics and Business Research
GMPTE.A46	England’s Northwest: A Strategy Towards 2020, North West Development Agency November 1999
GMPTE.A47	The Environment Strategy for Salford 1998 - 2008
GMPTE.A48	City of Salford Economic Development Strategy 2001-2004
GMPTE.A49	Neighbourhood Renewal Strategy for Wigan
GMPTE.A50	Draft Regional Planning Guidance for the North West, North West Regional Assembly, July 2000
GMPTE.A51	Transport 2010, The Ten Year Plan
GMPTE.A52	Social Exclusion and the Provision and Availability of Public Transport, DETR, September 2000

- GMPTE.A53 Our Towns and Cities: The Future, Delivering an Urban Renaissance, Government White Paper
- GMPTE.A54 EU White Paper on the Citizen's Network
- GMPTE.A55 EU Green paper on Fair and Efficient Pricing in Transport
- GMPTE.A56 European Transport Policy for 2010: Time to Decide, EU White Paper

THE GREATER MANCHESTER (LEIGH BUSWAY) ORDER

STATEMENT OF CASE DOCUMENT LIST

List B - Documents not referred to in the Statement of Case but which could be referred to in evidence (other than guidance and legislation)

GMPTE.B1	Guided Busway Corridor – Usage Survey, Mott MacDonald 48474/05/C, May 2002
GMPTE.B2	Attitudinal Research into Multi User Paths, Mott MacDonald 48474/30/F, May 2002
GMPTE.B3	Astley Street - Newearth Road Bridleway, Mott MacDonald 48474/18/C, May 2002
GMPTE.B4	Multiuser Path Risk Assessment, 48474/23/E, May 2002
GMPTE.B5	Bus Priority East of Lancaster Road, Mott MacDonald 48474/39/C, May 2002
GMPTE.B6	Parking at Stops, Mott MacDonald 48474/19/B, May 2002
GMPTE.B7	Guided Busway Operation, Mott MacDonald 48474/10/C, May 2002
GMPTE.B8	Transport Assessment: A580 Trunk Road, Mott MacDonald 48474/45/C, May 2002
GMPTE.B9	Leigh Busway Supplementary Environmental Surveys, Hyder Consulting Ltd, June 1998
GMPTE.B10	Leigh Busway Environmental Review, Hyder Consulting, December 1998
GMPTE.B11	Environmental Scoping Report A580 East Lancashire Road - A6 Bus Priority Route, Hyder Consulting, November 1999
GMPTE.B12	Leigh Busway - Tree Survey, Hyder Consulting, May 2000
GMPTE.B13	Leigh - Salford - Manchester Quality Bus Corridor: Soil Contamination Investigation Report, Hyder Consulting, January 2001
GMPTE.B14	Phase One Habitat Survey Maps, The Wildlife Trust for Lancashire Manchester and North Merseyside, 2000/2001

- GMPTE.B15 The Feasibility of Segregating Users of Recreational Paths, Gillespies, August 2000
- GMPTE.B16 Leigh Busway, Noise Methodology, March 1999
- GMPTE.B17 Stage III Air Quality Review and Assessment for the City of Salford
- GMPTE.B18 Summary of findings from the review of air quality, Wigan Council Environmental Health and Consumer Protection Department, 2000
- GMPTE.B19 A Guide to the Surfacing of Bridleways and Horse Tracks, British Horse Society, 1995
- GMPTE.B20 Riding and Roadcraft: The BHS Riding and Road Safety Manual (10th Edition), British Horse Society, 1999
- GMPTE.B21 Concrete in Aggressive Ground, British Research Establishment, Special Digest 1, 2001
- GMPTE.B22 Guidance on the the Assessment and Redevelopment of Contaminated Land, Interdepartmental Committee for the redevelopment of contaminated land, Guidance Note59/83 (2nd Edition), ICRCL, 1987
- GMPTE.B23 Guidelines for Landscape and Visual Impact Assessment, Institute of Environmental Assessment and The Landscape Institute, 1995
- GMPTE.B24 Environmental Assessment Guide for Passenger Transport Schemes, Lee & Lewis, University of Manchester EIA Centre, 1991
- GMPTE.B25 Species Conservation Handbook - Survey and Monitoring of Amphibians, English Nature 1994
- GMPTE.B26 Species Conservation Handbook - Survey and Monitoring of Amphibians, English Nature 1994
- GMPTE.B27 Water Vole - Guidance for Planners and Developers, English Nature, 1999
- GMPTE.B28 Guidance for the Control of Invasive Plants Near Watercourses, Environment Agency

- GMPTE.B29 Handbook for Phase 1 Survey - A Technique for Environmental Audit, Nature Conservancy Council, 1990
- GMPTE.B30 River Corridor Surveys Methods and Procedures - Conservation Technical Handbook No.1, National Rivers Authority, 1992
- GMPTE.B31 Control of Invasive Riparian and Aquatic Weeds, National Rivers Authority R&D Note 233
- GMPTE.B32 Wildlife Impact - The Treatment of Nature Conservation in Environmental Assessment, RSPB 1995
- GMPTE.B33 Making ways for the Bicycle, Sustrans, 1994
- GMPTE.B34 The National Cycle Network: Guidelines and Practical Details, Sustrans, 1996
- GMPTE.B35 Extract from The Manual of Horsemanship, (11th edition, The Pony Club 1997
- GMPTE.B36 Landscape Character Areas, Countryside Commission
- GMPTE.B37 Access and Rights of Way Leaflets, The British Horse Society, June 1998

THE GREATER MANCHESTER (LEIGH BUSWAY) ORDER

STATEMENT OF CASE DOCUMENT LIST

List C - guidance and legislation

GMPTE.C1	Transport Act 1968
GMPTE.C2	Transport Act 1985
GMPTE.C3	South East Lancashire and North East Cheshire Passenger Transport (Designation) Order 1969
GMPTE.C4	Local Government Act 1972
GMPTE.C5	Transport and Works Act 1992
GMPTE.C6	Local Government Act 1985
GMPTE.C7	Transport Act 2000
GMPTE.C8	Railways Act 1993
GMPTE.C9	Transport and Works (Applications and Objections Procedure) Rules 2000
GMPTE.C10	Transport and Works (Inquiries Procedure) Rules 1992
GMPTE.C11	Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999
GMPTE.C12	PPG2 - Planning Policy Guidance - Green Belt, Revised January 1995
GMPTE.C13	PPG13 - Planning Policy Guidance – Transport, October 1999
GMPTE.C14	Planning and Compensation Act 1991
GMPTE.C15	BS 5837 Trees in Relation to Construction British Standard
GMPTE.C16	BS 3998 British Standard Recommendations for Tree Work
GMPTE.C17	BS 4428 British Standard Code of Practice for General Landscape Operations (excluding Hard Surfaces)
GMPTE.C18	Wildlife and Countryside Act 1981

GMPTE.C19	PPG16, Planning Policy Guidance, Archaeology, November 1990
GMPTE.C20	PPG15, Planning Policy Guidance, Planning and the Historic Environment, September 1994
GMPTE.C21	PPG9, Planning Policy Guidance, Nature Conservation, October 1994
GMPTE.C22	PPG1, Planning Policy Guidance, General Policies and Principles, February 1997
GMPTE.C23	PPG23, Planning Policy Guidance, Planning and Pollution Control, February 1997
GMPTE.C24	Countryside and Rights of Way Act 2000
GMPTE.C25	Directive on the Assessment of the effects of certain Public and Private Projects on the Environment, (85/337/EC), EC 1985
GMPTE.C26	Directive 97/11/EC of 3 March 1997 amending Directive 85/337/EC on the assessment of the effects of certain public and private projects on the environment, EC 1997
GMPTE.C27	Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora 92/43/EEC, EC 1992
GMPTE.C28	RPG 13, Regional Planning Guidance for the North West, GONW, 1996
GMPTE.C29	Countryside Act 1968
GMPTE.C30	The Wildlife and Countryside Act 1981
GMPTE.C31	BS4428 Code of Practice for General Landscape Operations (excluding Hard Surfaces), HMSO 1989
GMPTE.C32	Rights of Way Act 1990
GMPTE.C33	BS5837 Guide for Trees in Relation to Construction, HMSO 1991
GMPTE.C34	Environmental Protection (Duty of Care) Regulations 1991, SI 2839, HMSO, 1991
GMPTE.C35	The Protection of Badgers Act 1992

GMPTE.C36	The Waste Management Licensing Regulations 1994. SI 1056, HMSO 1994
GMPTE.C37	The Special Waste Regulations 1996, SI 972, HMSO 1996
GMPTE.C38	The Highway Code, HMSO 1999
GMPTE.C39	The Town and Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999, SI 293, HMSO 1999
GMPTE.C40	Environmental Impact Assessment: A Guide to Procedure, DETR, 2000
GMPTE.C41	Design Manual for Roads and Bridges: Volume 11, Section 3, Part 5: Landscape Effects, DETR, June 1993
GMPTE.C42	BS5228, Noise and Vibration control on Construction and Open sites, Part 1, Code of Practice for basic information and procedures for noise and vibration, 1997
GMPTE.C43	Noise Insulation (Railways and other Guided Transport Systems) Regulations 1995
GMPTE.C44	Calculation of Railway Noise, DoT, 1995
GMPTE.C45	PPG 24, Planning Policy Guidance, Planning and Noise
GMPTE.C46	Calculation of Road Traffic Noise, DoT 1988
GMPTE.C47	Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1, Air Quality, March 2000
GMPTE.C48	Guidance on Full Local Transport Plans, March 2000

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LOCATIONS AND TIMES WHERE GMPTE STATEMENT OF CASE DOCUMENTS ARE AVAILABLE FOR PUBLIC INSPECTION:

GMPTE

9 Portland Street
Piccadilly Gardens
Manchester
M60 1HX

Monday: 9.00am to 6.30pm
Tuesday to Friday: 9.00am to 5.00pm
Saturday: 9.00am to 12.00noon (by prior appointment)

The documents on the GMPTE.C list and any statements or documents served on GMPTE as the applicant will only be available for inspection at GMPTE's offices. Copies of documents are only available from GMPTE's offices and may be subject to a reasonable charge.

Bircham Dyson Bell

1 Dean Farrar Street
Westminster
London
SW1H 0DY

Monday to Friday: 9.30am to 5.30pm

Salford Civic Centre

Development Services Reception
Chorley Road
Swinton
M27 5BW

Monday to Friday: 8.30am to 4.30pm

Boothstown Library

Standfield Drive
Boothstown
M28 4NB

Monday: 1.30pm to 7.00pm
Tuesday, Thursday, Friday: 9.30am to 12.30pm and 1.30pm to 5.00pm
Wednesday: Closed
Saturday: 9.30am to 12.30pm

Walkden Library

Memorial Road

Walkden

M28 3AQ

Monday: 9.30am to 7.30pm

Tuesday to Friday: 9.30am to 5.30pm

Saturday: 9.00am to 1.00pm

Worsley Library

Worsley Road

Worsley

M28 2BP

Monday, Friday, Saturday: 10.00am to 1.00pm

Tuesday and Thursday: 1.30pm to 5.30pm

Wednesday: Closed

Tyldesley Town Hall

General Enquiry Office

Elliott Street

Tyldesley

M29 8EH

Monday to Friday: 9.00am to 12.30pm and 2.00pm to 5.00pm

Tyldesley Library

Stanley Street

Tyldesley

M29 8AH

Monday and Thursday: 9.30am to 7.00pm

Tuesday and Friday: 9.30am to 5.00pm

Saturday: 9.30am to 12.30pm

Wednesday: Closed

Leigh Library

Civic Square

Leigh

WN7 1EB

Monday, Thursday, Friday: 9.30am to 7.00pm

Tuesday: 10.00am to 7.00pm

Wednesday: 9.30am to 5.00pm

Saturday: 10.00am to 3.30pm

Leigh Town Hall

General Enquiry Office

Market Street

Leigh

WN7 1DY

Monday to Friday: 9.00am to 5.00pm

Wigan Town Hall

Main Reception

Library Street

Wigan

WN1 1YN

Monday to Friday: 9.00am to 4.30pm

Atherton Town Hall

General Enquiry Office

Bolton Road

Atherton

M46 9JP

Monday to Friday: 9.00am to 5.00pm