



The Leigh-Salford-Manchester Busway project

Nick Vaughan

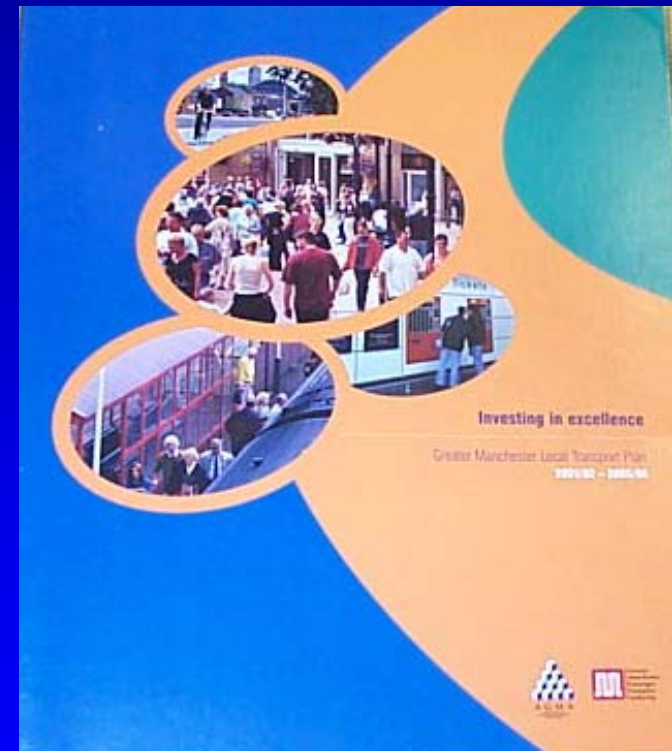
GMPTE

Presentation Structure

- Policy Context
- Scheme description
- Current Powers and Funding status
- Conclusions

LTP Strategy 2001/02 – 2005/06

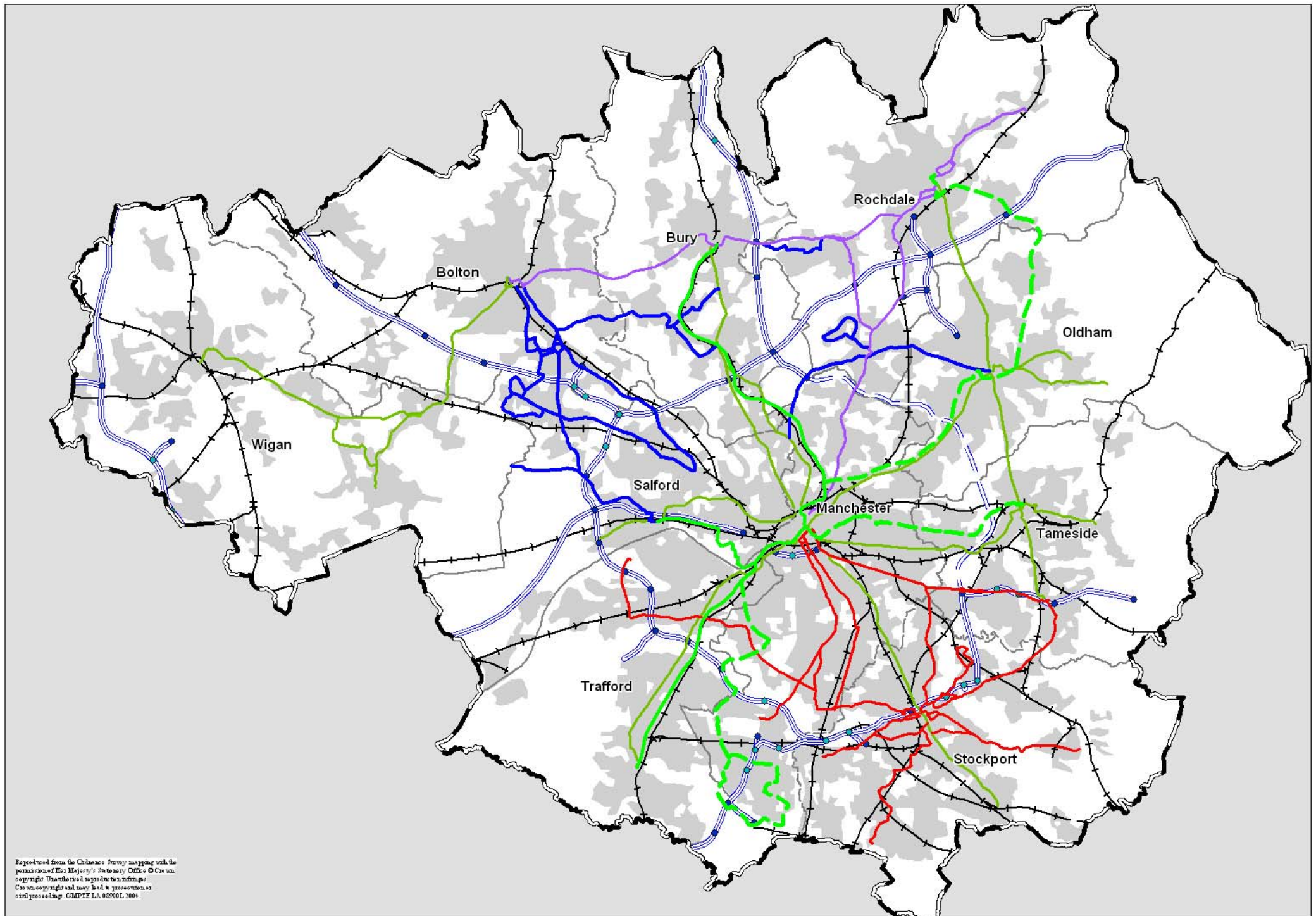
- ...to strengthen the local economy
-to support urban regeneration
-to make Greater Manchester a more attractive, safer and healthier place to live
-to focus improvements in town centres
- ...to reverse decentralisation of activity...



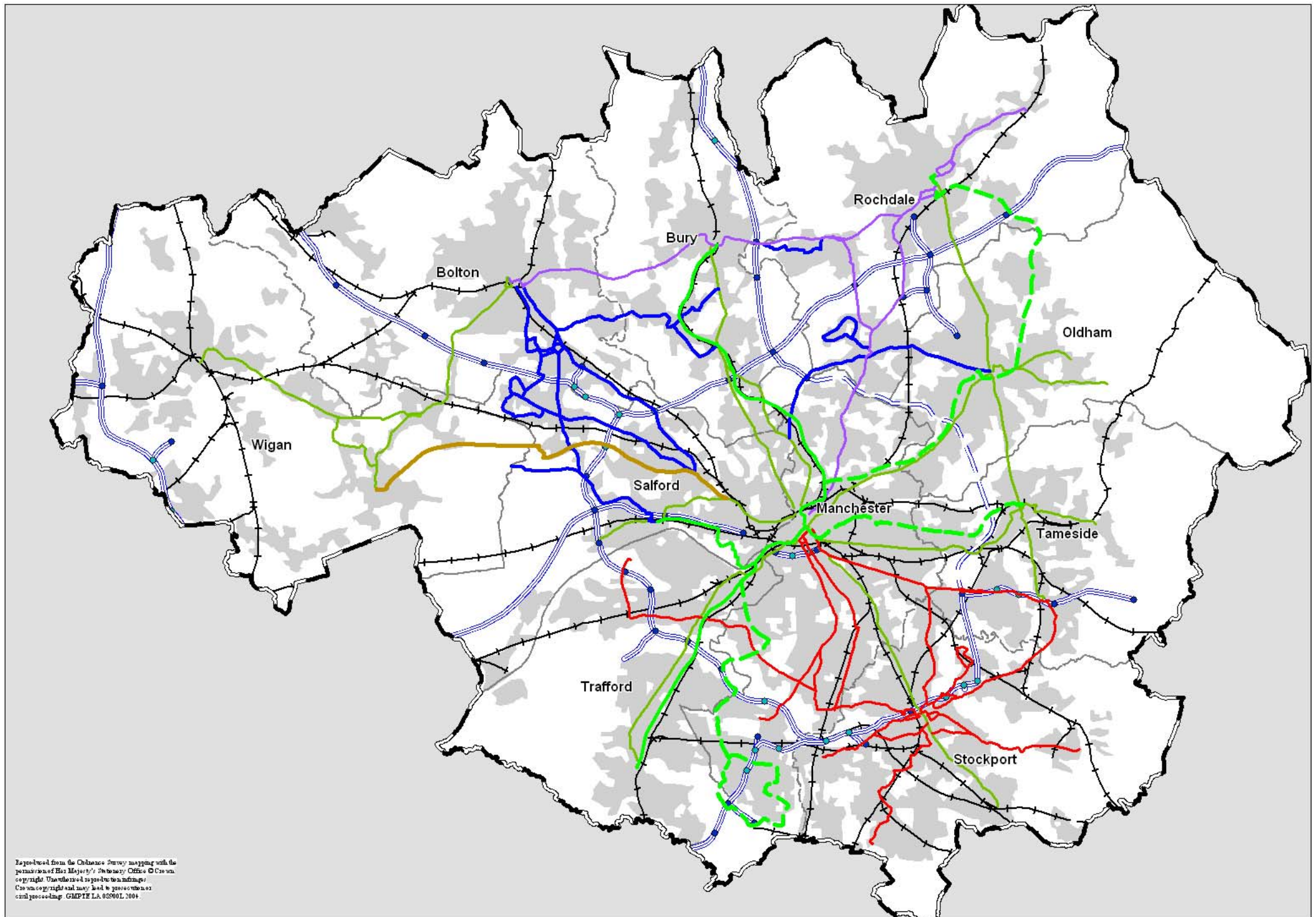
Strategic Transport Network



Strategic Transport Network

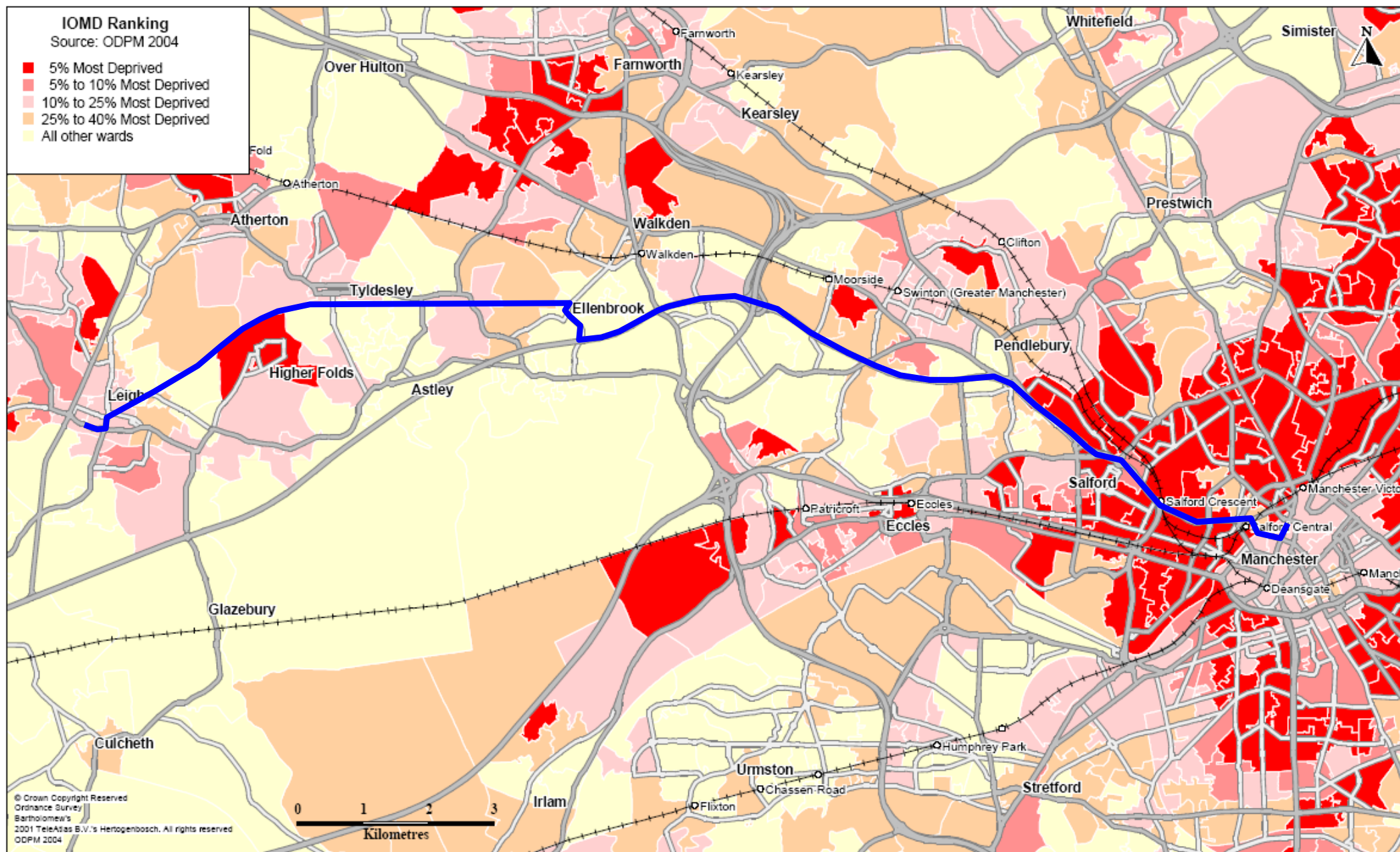


Strategic Transport Network



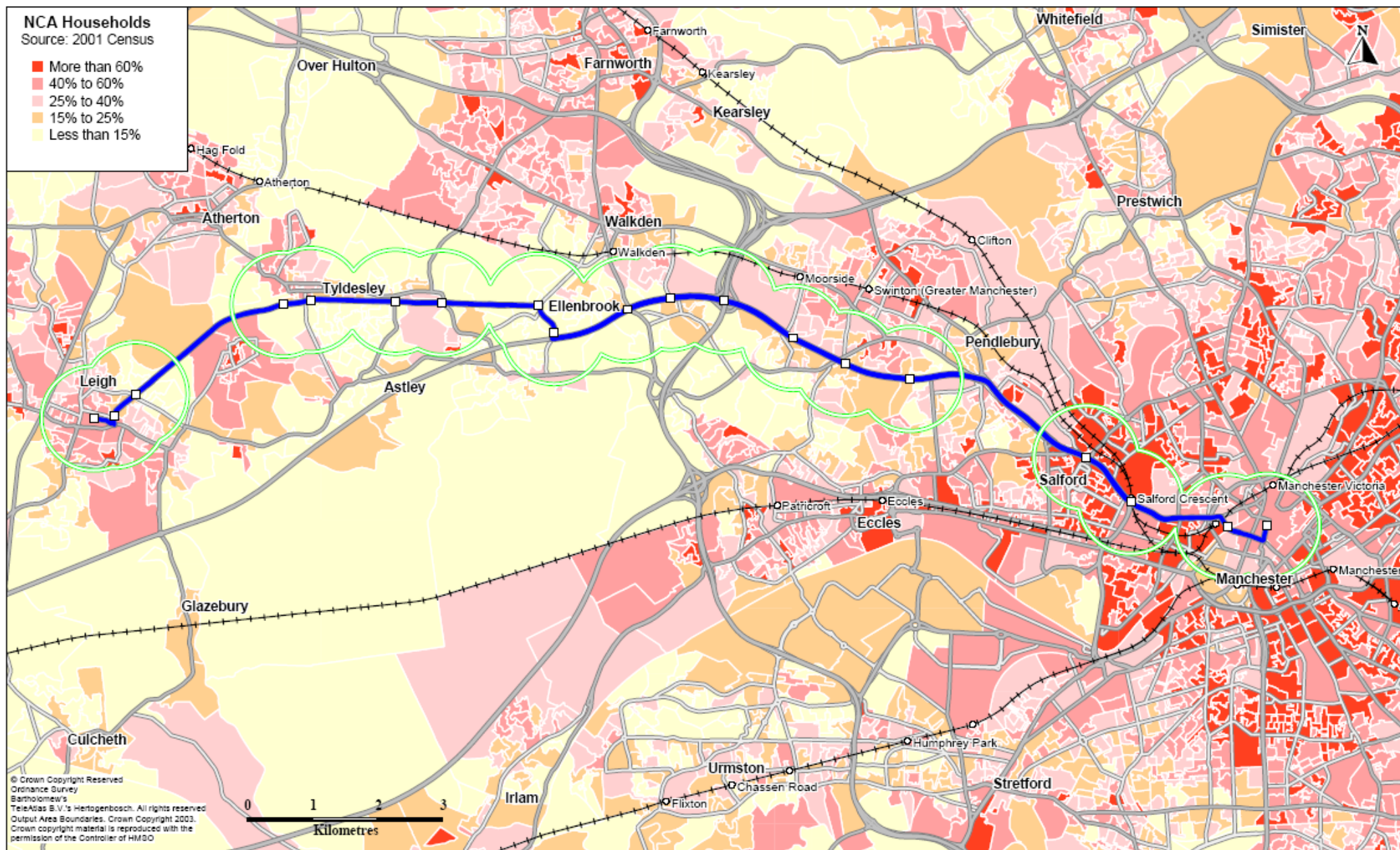
Leigh-Salford-Manchester Busway

- Main objectives:-
- Improve access to City Centre for jobs/education/retail/leisure
- Improve local access – e.g. Leigh to Tyldesley
- Act as catalyst for regeneration (coalfield challenge area)



Leigh Salford Manchester Quality Bus Corridor

Figure 2.3: Index of Multiple Deprivation Ranking



Leigh Salford Manchester Quality Bus Corridor

Figure 5.1: Non Car Available Households in the Corridor (showing 800 metres catchments of the stations)

L-S-M Busway -

- Key Features:-
 - 22km long whole route upgrade
 - 8km off-highway guided section
 - 14km on-highway segregated bus lanes

L-S-M Busway -

- Key Features:-
 - 22km long whole route upgrade
 - 8km off-highway guided section
 - 14km on-highway segregated bus lanes
 - Improved stops/stations – fully accessible system
 - New style “trambus” vehicles

Scheme Facts and Figures

- Estimated patronage – 2.0 million trips/year
 - 20% previous car users
 - 8% new trips
 - 72% existing bus passengers

Scheme Facts and Figures

- Existing Leigh – Manchester Journey Times
 - Car – 55minutes (peak) 30minutes (off-peak)
 - Bus – 62 minutes (peak)
 - (30% over 6 minutes late)

Predicted Leigh – Manchester Journey time

- Bus – 45 minutes

L-S-M Guided Section

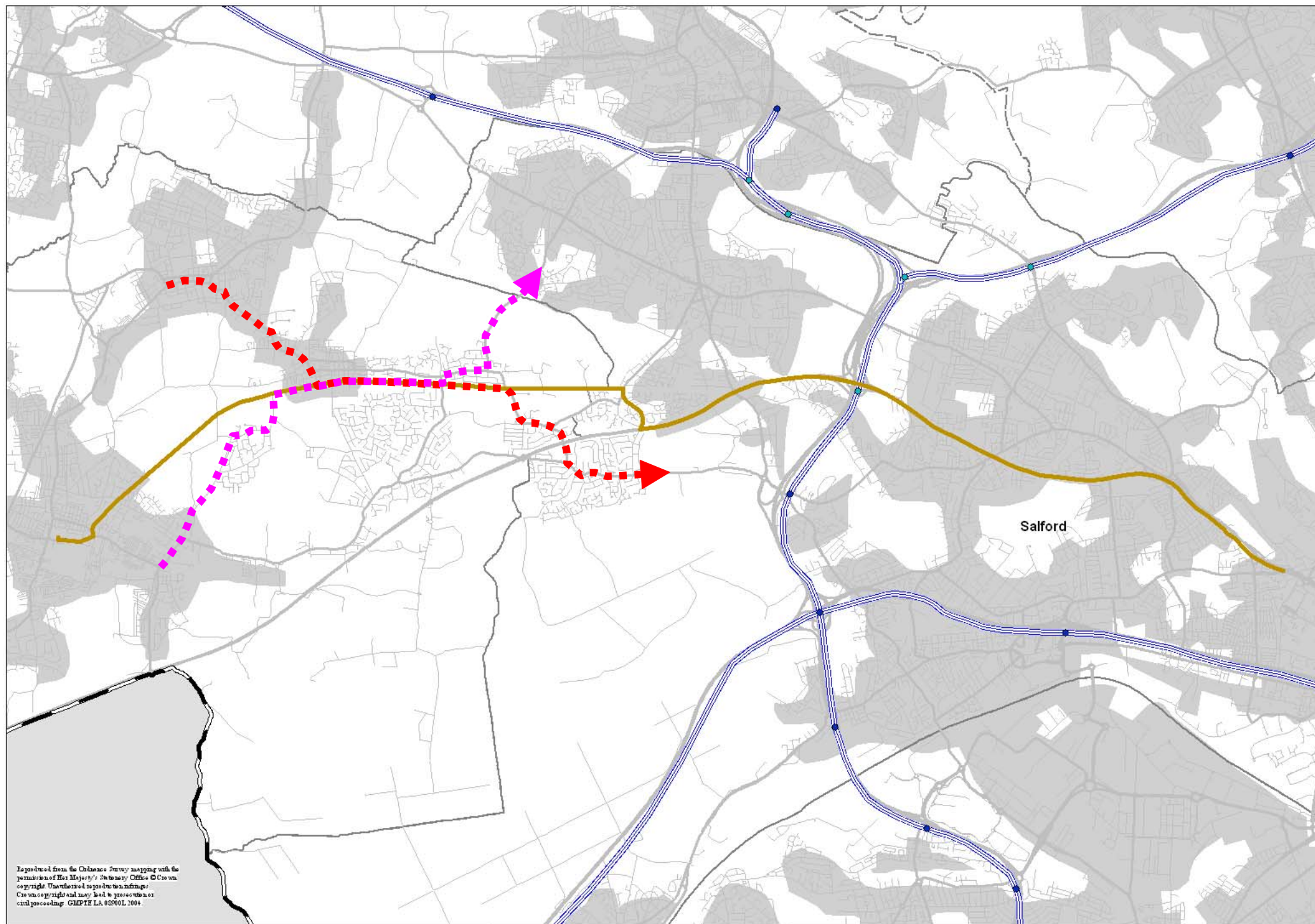
- At Public Inquiry opted for kerb guidance
 - Proven Technology





Guidance Technology

- At Public Inquiry opted for kerb guidance
 - Proven Technology
 - Open access for other services



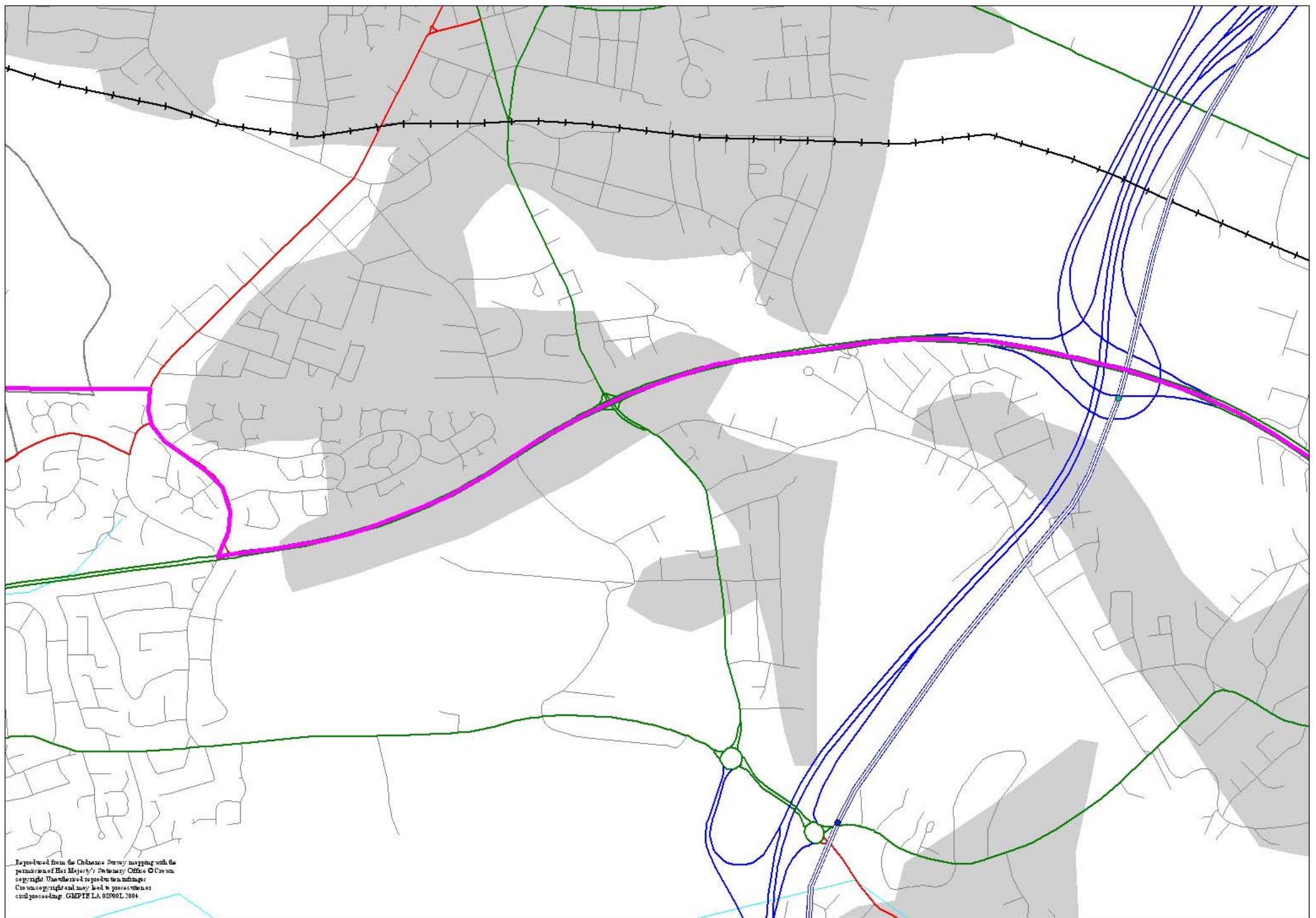
Guidance Technology

- At Public Inquiry opted for kerb guidance
 - Proven Technology
 - Open access for other services
 - Not building a road



L-S-M On-Highway Section

- General Principle of 2 lanes general traffic / 1 lane buses.
- Involves building a third lane where there are only two at present



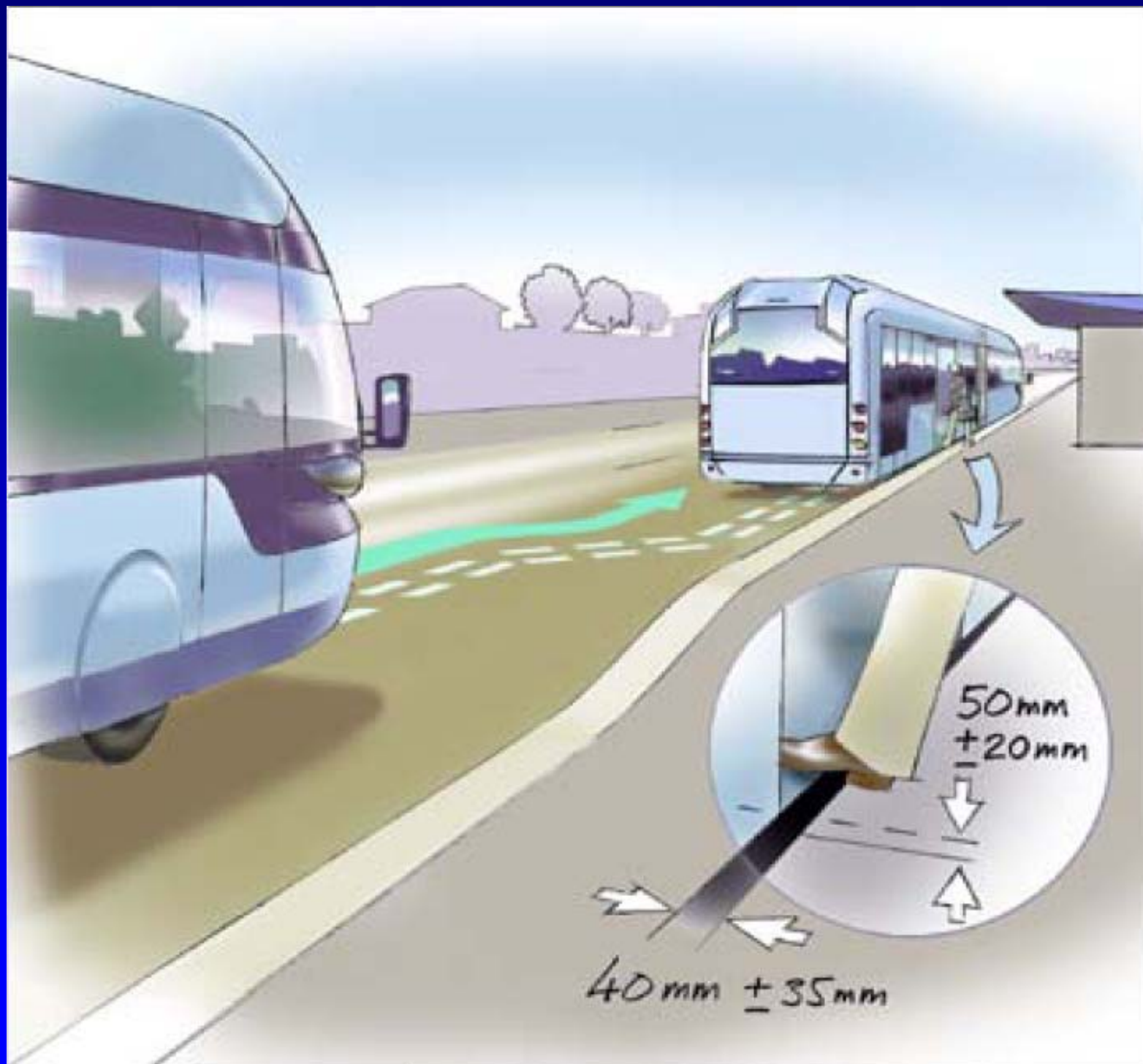
Reproduced from the Ordnance Survey mapping with the
permission of Her Majesty's Stationary Office © Crown
copyright. Unauthorised reproduction infringes
Crown copyright and may lead to prosecution or
civil proceedings. GMP/TF LA 025001.2004.



Reproduced from the Ordnance Survey mapping with the
permission of Her Majesty's Stationary Office © Crown
copyright. Unauthorised reproduction infringes
Crown copyright and may lead to prosecution or
civil proceedings. GMPF LA 029001 2004

L-S-M On-Highway Section

- General Principle of 2 lanes general traffic / 1 lane buses.
- Involves building a third lane where there are only two at present
- Provides for about 80% segregation for on-highway section of route.
- Stop docking proposed





11.13.2003

L-S-M : Powers and Funding

- Transport and Works Act Powers
 - Public Inquiry September 2002
 - Interim Decision letter October 2003
 - Further Surveys re: Great Crested Newts Summer 2004
 - Evidence submitted October 2004
 - DfT granted TWA Powers – August 2005

L-S-M Funding Issues

- Provisional Approval status in December 2000 settlement - £26m (1998 prices)
- Revised funding bid submitted July 2004 - £43m
- DfT remitted scheme to region for prioritisation view,
- Scheme has high priority at both regional and sub-regional level.

Summary of Current Position

- Scheme has TWA Powers,
- Updated scheme appraisal has BCR of 1.9,
- This excludes some benefits.....,
-But includes an audited capital cost update,
- Risk workshop been undertaken and QRA produced,
- Detailed design undertaken for on-highway section,
- Some “critical path” preliminary works undertaken,

“Success Factors”

- Significant Trip “attractors” at both ends of the route,
- Fast and reliable journey times,
- City Centre penetration,
- Fully accessible system,
- Catalyst for regeneration,
- Vehicle image,

Conclusions

- The L-S-M Busway is a key element of our Integrated Transport Strategy for Greater Manchester.
- Programme for Implementation now depends on the LTP2 scheme prioritisation process.
- Earliest start on site is now Spring 2008 with an opening Summer 2009.

