

# News Update

# NEW RELIEF ROAD STILL ON THE CARDS

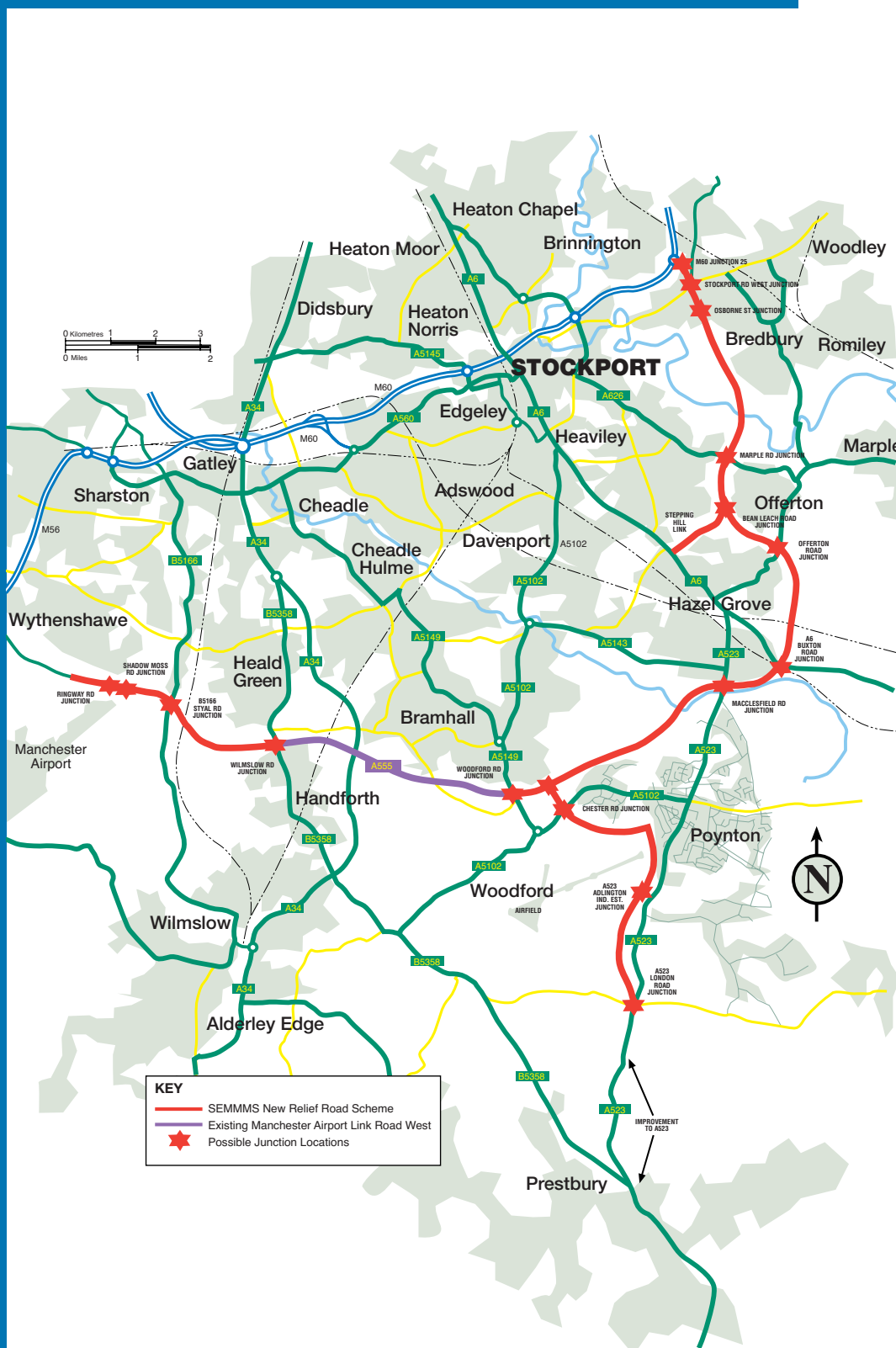
**Expectations are high amongst the Leaders of Stockport, Manchester and Cheshire Councils who anticipate a decision shortly from Government on an option for the phased delivery of the SEMMMS New Relief Road.**

The 25km road has been on the cards since the local authorities first submitted their business case back in 2004. After years of planning, public consultation and negotiation, the Department for Transport (DfT) finally recognised that the scheme would “deliver significant benefits in relieving congestion in the South East Manchester area” earlier this year. However, in June, they failed to give the green light to a £433m road scheme, citing issues of “affordability of the scheme within available budgets.”

One of the key recommendations from the DfT was to consider delivering the road scheme in a number of phases, in order to make it more affordable over a longer period of time. The three authorities forged ahead with this recommendation and have since submitted a proposal offering a phased approach to the construction of the relief road.

Councillor Dave Goddard, Leader of Stockport Council, said: "Phasing the relief road wouldn't be our preferred choice, but it would be a huge step in the right direction. Whilst we continue to raise the scheme at the highest level with government, we must also continue to work within the current constraints to find a way forward as quickly as possible. Securing the money needed to complete the road in phases would ultimately deliver the relief road we so urgently need."

Cheshire County Council's Executive Member for Highways and Transportation, Eveleigh Moore Dutton, said: "We are committed to working with our partners to deliver this major scheme, which is vital to improve the problems of congestion, accessibility and road safety faced daily by the travelling public".



**SEMMMS** stands for South East Manchester Multi Modal Strategy. It is a 20-year transport strategy, which is improving the lives of people living and working in south-east Greater Manchester.

**SEMMMS** is the output of a strategic partnership between the local authorities in Cheshire, Derbyshire, Manchester, Stockport and Tameside and the Greater Manchester Passenger Transport Authority/Executive.

**SEMMMS 7** is the latest update on the improvements that SEMMMS district authorities are introducing in and around Manchester.

In this edition you will find stories about your area on the following pages:

**www.cheshire.gov.uk**

6, 12

**www.  
derbyshire.gov.uk**

12, 15

**www.**  
**manchester.gov.uk**

3, 4, 13

**www.  
stockport.gov.uk**

2, 4, 10

**www.tameside.gov.uk**

5, 11, 14



# New Urban Park Set For St Peter's Square



St Peter's Square to be transformed in Stockport

St Peter's Square is set to be transformed into a 3.3 acre 'urban park' - the first of its kind for Stockport town centre.

Funding from SEMMMS and other areas has helped the council to realise its ambitious vision for an exciting new civic space, where

reduced traffic and environmental improvements will provide a more fitting backdrop for the valuable historic assets of St Peter's Church and St Petersgate.

The scheme is already underway with the surrounding streets being converted into a

shared surface, with vehicular access limited to servicing vehicles and buses. These highway improvements will help to create a more pleasant environment for pedestrians, as well as providing better links to other areas of the town centre including the market and Merseyway.

Councillor David White, Executive Member for Transportation, said: "St Petersgate and St Peter's Square are underutilised and traffic dominated. With SEMMMS support we are able to re-organise road layouts to calm traffic and create a safe, secure and sociable environment that people can visit and enjoy."

As part of the scheme, Cobden's statue, a landmark for over 120 years, has been relocated off the highway to a more prominent position on the axis of St Petersgate and Lord Street to mark the entrance to the square. New footpaths, signs and landmarks will also help to link Stockport's historic marketplace to the Merseyway Shopping Centre and the Plaza Steps.



## Safer Parking From SEMMMS

As part of overall accessibility improvements, car parks in Stockport's District Centres have benefited from SEMMMS funding - helping to make Stockport one of the safest and easiest places to park.

Improvements to landscaping, redefined layout of spaces, additional cycling and disabled facilities and safer pedestrian routes have all contributed to giving Stockport one of the best safety records in the North West, encouraging more people to visit and shop in local areas.

Car parks in Cheadle, Bramhall, Marple and Edgeley are just some examples of where SEMMMS funding has been used to make the area as safe and user-friendly as possible.

Councillor David White, Executive Member for Transportation, said: "Consultation with local traders and the public highlighted concerns in accessing their shopping centres. Using SEMMMS funding we were able to make local areas more accessible by improving our car parks as a way of regenerating and sustaining high street shopping areas."

"Improvements to our car parks, along with refurbishment of some of the centres and other transport packages have resulted in an increase in trade. Indeed, this Christmas, businesses in Marple reported a 30% increase in trade to which the local Business Forum credited convenient car parking. Thanks to SEMMMS this type of regeneration does make a difference."



Car parking made safer and more accessible thanks to SEMMMS funding



# Third rail platform on way at Manchester Airport



Third platform to benefit rail passengers travelling to and from Manchester Airport



Work to build a third railway platform at Manchester Airport began earlier this year and is due to be finished by December 2008.

The £15 million project is being jointly funded by Greater Manchester Passenger Transport Authority, Network Rail, and The Northern Way. Manchester Airport is leasing the land needed for the extra platform to Network Rail.

The new platform will help to significantly improve the rail network in the region by increasing the capacity of the airport station. It will have room for up to eight carriages so that longer trains will be able to use the station. The platform will also help improve the reliability of existing services that bring large numbers of passengers and workers to and from the rail station.

Councillor Andrew Fender, the Manchester spokesperson for the Passenger Transport Authority, said: "We want to encourage more people to use public transport to reach Manchester Airport. Thousands of people already travel to the airport by train and the new platform will help to increase that number in the future.

"It's vital we improve the capacity of the railway station as Manchester Airport continues to expand. There are also frequent bus services to the airport and we still have plans to build a new Metrolink line to it."

Peter Strachan, Network Rail Route Director, said: "This is a momentous step towards meeting the ever growing demands for rail and air travel. The extra platform will give us greater flexibility when planning future timetables and will considerably improve the reliability of services and the impact they have on other trains in Greater Manchester and further afield."

Steven Broomhead, Chief Executive of the North West Development Agency (NWDA) said:

"Manchester Airport is the North's biggest airport handling more than 60% of the traffic through all the North's airports and is the UK's biggest airport outside London.

"This scheme to increase platform capacity at the airport's rail station will improve the reliability and punctuality of rail services to and from the airport across the North."

22 million passengers use Manchester Airport each year and more than 7.5% (approximately 1.5 million) travel to and from the airport by train. That figure is expected to increase to 38 million by 2015, with passengers making up to 3 million more journeys to the airport and back by train.

The platform's scheduled opening in December 2008 will coincide with the completion of the West Coast Main Line upgrades and the new West Coast Main Line timetable. The introduction of the new platform will also allow for the future development of a western rail link to the airport.



An example of new signposts in Longsight

## SEMMMS funding points the way to Longsight District Centre

New signs are being introduced around the district centre in Longsight. This work is being carried out around this important district centre in South East Manchester to improve its overall appearance and also to attract more residents and visitors to local shops and facilities.

Signs are being introduced to key local destinations including the District Local Office, Library, Pakistani Community Centre, Health Centre and the Market. Work is also underway to provide clear signposting to and from the three public car parks in the area.



**SEMMMS partners are working with people across south east Manchester to develop travel plans for local schools and businesses. Here are a few examples that have been made possible thanks to SEMMMS funding.**

## Stockport Travel Plans Cut Congestion

### Area-wide Travel Plans in Stockport

Stockport Council has launched its first area-wide Travel Plan, designed to cut congestion and improve air quality in the commercial area around Bird Hall Lane in Cheadle Heath.

The Travel Plan was created by the area's Transport Working Group which represents over 60 businesses in the area, including Royal Mail, PZ Cussons, RAC, Thales and Lex Leasing. The Plan has helped businesses introduce a package of measures aimed at reducing the number of car journeys made, whilst promoting sustainable travel, such as cycling and public transport.

Surveys carried out in the area showed that over 42% of employees lived within a five mile radius of Bird Hall Lane and yet 77% of employees travelled to work by car.

Councillor David White, Executive Member for Transportation at Stockport Council, said: "The results of the survey highlighted that, collectively, we could do much more to improve travel in the area. Whilst the Plan itself gives impetus to the businesses to make changes, the council's role will be to work with transport operators to make improvements to

the public transport provision in the area and investigate discount schemes for businesses. We are also looking at ways to improve footpaths and cycle routes, and implement an area-wide car share scheme so that employees are encouraged to try something new."

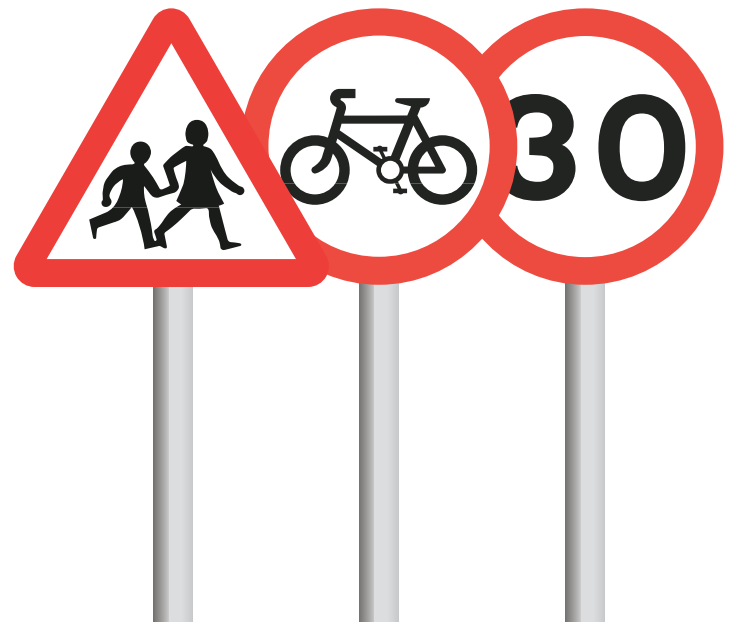
Stockport also has 75 School Travel Plans in place resulting in an increase in the numbers of children walking and cycling to school over the last three years.

School Travel Plan Co-ordinators employed by the council target schools across the borough, helping to develop a package of measures and initiatives aimed at reducing the number of car journeys made to and from school.

Councillor White, added "Our role is to understand the problems and travel patterns of the pupils and provide alternatives to single occupancy car use. This includes setting up initiatives such as 'walking buses' or implementing physical measures such as safe cycle storage. We have a number of very successful School Travel Plans underway, and we are on target to have 105 schools implementing Plans by 2008."



Local communities benefit from School Travel Plans



## Green Miles Transform School Run

### Green Miles Competition in Manchester

The daily journey to school is becoming greener, safer and healthier due to a number of ongoing initiatives by Manchester City Council.

One such scheme, the popular Green Miles competition, has just successfully completed its third year. Green Miles are encouraging increasing numbers of parents and pupils to walk or cycle to school, to reduce the number of cars on the school run.

64 schools took part in the competition in March, where schools and classes competed to achieve the largest number of pupils travelling to school without using the car.

Pupils collect Green Miles every day they travel to school sustainably. Each class uses these miles to 'walk' around a map of Britain, stopping off at various places along the way and learning about them. Foundation Stage pupils received a simplified map showing their journey from home to school, with activities for the class to complete along the way.

School Travel Advisers provided all the resources to participate in the competition, including publicity materials, posters, certificates, stickers, reward cards, banners and prizes. Inter school, as well as Inter class prizes were awarded to the highest achievers.

This year's winners were Ringway Primary School in Wythenshawe, with an impressive 94.4% of pupils travelling to school on foot, bike or public transport. Second prize went to Haveley Hey Primary School, with 92.6% sustainable travel, and in third place was Temple Primary School with 91.6%. The prize for the most improved school was awarded to Sacred Heart Primary School, with a massive 44% improvement. An average of 76% of pupils and parents managed to do without the car for a fortnight.





# Dinosaurs, Bikes and Speed Pledges Help School Lead the Green Way



School Travel Plans (STPs) are being introduced across Manchester to improve all journeys to school. STPs help parents find safe and sustainable routes to school for their children, as well as identifying the barriers preventing children choosing these routes, and establishing potential infrastructure improvements.

In the past three years, a total of 109 schools across the city have committed themselves to cutting the number of cars on the school run, and this year £400,000 has been allocated to 81 Manchester schools that have developed an STP or implemented a walking bus scheme. Manchester

City Council's Executive Member for the Environment, Councillor Neil Swannick, said: "As well as being enjoyable, walking or cycling to school has so many benefits for children and their families. Research shows that as well as boosting health and fitness, exercise increases children's alertness and makes them better learners."

## School Travel Plans at Dowson Primary School, Denton, Gee Cross, Hyde

Dowson Primary School implemented their STP in 2005, which involved the provision of covered cycle and scooter shelters, a new cycle and pedestrian route to school from Balmoral Avenue, and proposals for a new pedestrian and cycle access from Armitage Close. The school is now a 'Bike It' School, following participation in Bike Week, the introduction of Road Safety Cycle Training and Bike Maintenance Classes.

The school also piloted the WOW scheme (Walk once a Week), with outstanding results showing a modal shift from car to walking or cycling of around 30% on WOW days. This initiative has since been implemented by 31 schools in the borough, with incentives such as badges for completion of every WOW day in the month. Dowson Primary has also trialed an on-line travel scheme for pupils to

record their travel patterns.

Dinosaur footprints have been introduced, strategically placed to depict safer routes to school and highlight safer places to cross. Dinosaur Week is run as a competition, with leaflets featuring the footprint locations, road safety advice and dinosaur facts. Children are invited to count the footprints on their way to school, with these numbers recorded for future use when extending the initiative to other schools.

Tameside launched a highly successful Speed Pledge campaign in 2005 as part of the STP scheme, following public concern that the traffic was too fast around the school. This initiative, launched in conjunction with the Police, has led to many drivers pledging to keep within the speed limit at all times, with children monitoring their speedometers. In addition 20mph zones have been introduced in the immediate vicinity of the school, with waiting restrictions around the entrances to reduce congestion and improve pedestrian safety.

Further measures to improve the school routes include a new zebra crossing on the A627 Dowson Road, as well the provision of a safe cycle route for the majority of the school's catchment area.

## Walking Buses.... a Step in the Right Direction

### Walking Buses in Wilmslow, Cheshire

Ask any child who attends Gorsey Bank Primary School in Wilmslow what a Walking Bus is and they will all know the answer. This is because the school has been running two successful walking buses for the past five years.

The school's Safer Routes to School Working Group meet regularly to discuss issues regarding travelling to school, such as improvements to local footpaths. The walking bus is always on the agenda and the group is always coming up with new ways to promote the bus - from prize-giving assemblies to displaying maps of the routes around school.

Funding from SEMMMS has improved the safety and environment of the Walking Bus routes; enabled traffic calming measures in the Pownell Park area and facilitated an upgraded footpath at the rear of the school.

Since 2000, there has been an increase from 25% to 57% of pupils walking to school, with a decrease in car usage from 68% to 41%. The biggest



Emma Miller and Nerida, Gorsey Bank Primary School

shifts in travelling habits were seen during the first three years of the scheme, demonstrating the positive impact of the longest running Walking Buses in Cheshire.

Just down the road, St Anne's Fulshaw Primary School is another success story. One year ago, they embarked on their first Walking Bus journey. In January this year, the children celebrated their Walking Bus' first birthday in style. They each carried a balloon, and were greeted at school with a large (and delicious!) birthday cake. Since then, two additional routes have been assessed.

### How children get to school in Wilmslow

Date	Percentage of children who walk	Percentage of children who cycle	Percentage of children who are driven	Percentage of children who car share	Percentage of children who travel by car and walk
2000	25	7	68	0	0
2003	47	8	34	1	10
2004	47	14	30	1	8
2005	47	9	30	1	13
2006	50	3	34	1	12
2007	57	2	41	0	0



# Pedestrians, cyclists, bus passengers and local residents benefit from SEMMMS funding to improve key route

Greater Manchester Passenger Transport Executive (GMPT) has recently completed detailed research which has shown that commuters and communities along the A6 between Manchester and Stockport are benefiting from the introduction of a Quality Bus Corridor (QBC) along this thriving inner-city road.

The research has shown that the introduction of a series of bus priority improvements has resulted in bus services benefiting from increased reliability, particularly the 192 bus route, which is now one of the best performing routes in Greater Manchester. This increased reliability, plus other improvements such as the introduction of upgraded bus stops, has resulted in increases in the number of people travelling by bus. This increased bus patronage ultimately helps to reduce congestion and delays for other road users. Bus operators have responded to these changes by investing in their vehicles, meaning that over half of all buses travelling along this corridor are now less than three years old.

In addition to improving reliability in reducing bus journey times, the introduction of a QBC has also resulted in more crossing points for pedestrians, new cycle lanes and other benefits designed to improve travel for everyone. The QBC programme has also, where possible, improved the local environment by providing better paving and street lighting, to improve safety and security and benefit pedestrians, cyclists and local residents who live and work in the vibrant and busy communities along this corridor.

## Improvements along the A6

- 99 pedestrian crossings including, one Zebra crossing and 22 Puffin crossings which automatically give pedestrians the time they need to cross the road. Many of these crossings have been introduced on the roads approaching key junctions and are designed to work in partnership with traffic signals;
- 33 advance cycle stop lines have been introduced at key junctions along the corridor to provide cyclists with a safe place to wait at traffic signals;
- New technology called SCOOT has been introduced at traffic signals. SCOOT allows traffic signals to react more quickly to changes in traffic flows on the different approaches to a signal controlled junction. This system helps to reduce delays;
- 245 parking/loading bays have been installed in front of shops and properties to provide local residents, traders and visitors with improved parking;
- 1.71 km of cycle lanes has been provided along the corridor; and
- 4.28 km of bus lanes has been introduced to improve the reliability of bus journeys and to help reduce journey times for bus passengers.

# SEMMMS funding makes Handforth Town Centre the place to be

Handforth Town Centre has been greatly improved thanks to SEMMMS funding. Improvements include safer car parking, better street lighting, seating, and walking surfaces. Bus stops have also been upgraded to make it easier for disabled passengers and people with pushchairs to get on and off the buses. This improvement programme was completed in summer 2006.

Local residents and traders have been involved in the programme from the start. In July 2004 a public exhibition was held that gave everyone the opportunity to contribute their ideas and to help design the different elements of this town centre scheme.

Cheshire Council's Deputy Leader and Transportation County Councillor, David Rowlands, said: "Handforth is now more welcoming and a nicer place to work and shop following the environmental improvements. New paving, bus stops, benches and modifications to car parking arrangements encourage residents and visitors to come to Handforth."

With the programme now complete, the town is benefiting from the improvements which have made Handforth a more attractive and safer place to live, work and visit. Looking to the future, Cheshire Council and its partners are confident that these improvements will continue to benefit the local economy by attracting more shoppers and visitors into the town.



The new and improved Handforth Town Centre



# A STEP STOCKPORT'S TRAVE -

## in the Right Direction

With over 40,000 vehicles travelling through Stockport on a daily basis, a unique partnership has been formed between Stockport Council, Stockport College, Stockport Primary Care Trust and Stockport NHS Foundation Trust, to tackle the issues of congestion and transport in the area.

In line with the recommendations made by SEMMMS, the partnership called 'STEP' (Stockport's Travel-Easy Partnership), was launched with its founding members aiming to reduce traffic congestion by developing joint travel initiatives and collectively working to offer healthier and more sustainable travel

organisations, most of who travel into Stockport on a daily basis. It will encourage them to make use of partnership projects, such as a car-share database, reduced fares on local transport and cycle facilities and training.

Councillor David White, Stockport Council's Executive Member for Transportation, said: "The Partnership is in its early stages, but is all about working together for the common good. Within these organisations alone we can reach thousands of people who use our local roads every day and who have the opportunity to help reduce congestion, improve their health and their environment, by using some

of the greener travel options available to them."

Ann Barnes, Director of Operations at Stockport NHS Foundation Trust, said, "Several thousand people travel to and from our Stepping Hill site every day. Working with STEP partners will help us to achieve and promote a broader range of convenient travel choices for our patients, visitors and staff, helping to reduce traffic congestion in and around the hospital area."

Peter Roberts, Principal, Stockport College, added: "Access and travel have a huge impact on many aspects of college life and we are committed to promoting choice and improvement. As part of STEP we will be able to keep in touch with other major players in Stockport and facilitate a joined-up approach to issues which affect us all."

Recently the group

has expanded to include other organisations including Aquinas College, Cheadle and Marple Sixth Form College, Stagecoach and Greater Manchester Ambulance Service, Passenger Transport Executive and Police.

You can find out more about STEP by contacting the Green Travel Team on 0161 474 4886.



(Clockwise from 12 o'clock - Pete Cowden, Greater Manchester Police; Iain Widlof, Stepping Hill Hospital; Mary Brooks, Stockport PCT; Janet Roberts, Cheadle and Marple 6th form college; Holly Burton, Stockport College; Cllr David White, Executive Member for Transportation; Abigail Smith, Travel Plan Co-ordinator, Stockport Council

choices through Stockport.

As well as physical improvements at ground level, SEMMMS endorses travel awareness initiatives and wide-spread and co-ordinated Travel Plans - just one of the things being addressed by the group's long term aim of producing its first shared Travel Plan. This Plan will be developed to influence the 20,000 plus people involved with the four

## You can go places

Getting around in South East Manchester has never been easier for people who can't use everyday public transport - thanks to an ongoing partnership and the use of the latest information technology.

The Greater Manchester Passenger Transport Authority (GMPTA), which funds the Local Link service, has joined forces with local transport services to provide a one-stop service.

Services such as council-owned social services vehicles, home to school transport, NHS ambulances and community transport, can now be booked under one system.

The streamlined booking system has been funded by South East Manchester Multi-Modal Strategy (SEMMMS), making it more effective and easier to use for local residents.

Local communities currently benefit from the Ring & Ride service which provides door-to-door transport for people who can't use conventional public transport because of disabilities or mobility problems. There is also Local Link which serves areas where there are no buses.

Councillor Alan Whitehead, GMPTA Tameside spokesperson, said: "It's important to keep investing in these areas to ensure services reach the people who need them - and SEMMMS funding helps us to do that. Developments such as the new booking system help us to make the most of our resources and provide a better service."

"It can be a lifeline to people who don't have access to traditional public transport and it's good value for money too. Passengers benefit from a taxi service at the price of a standard bus fare."

The new IT system helps operators book and send out the most appropriate vehicle to different parts of the region. The SEMMMS support also part funds booking centres in Trafford Park and Wythenshawe.

Developing the system will offer more choice of transport and identify further future improvements for local people.



Flexible travel systems benefit people around SEMMMS area



# Long-term funding is making improve

**New signage points the way in Longsight.**

See page **3** for details.



**Roads maintained and improved across SEMMMS area.**

See page **14** for details about work carried out in Tameside.



**New rail platform to be introduced at Manchester Airport to add capacity and encourage more to use public transport.**

See page **3** for details.



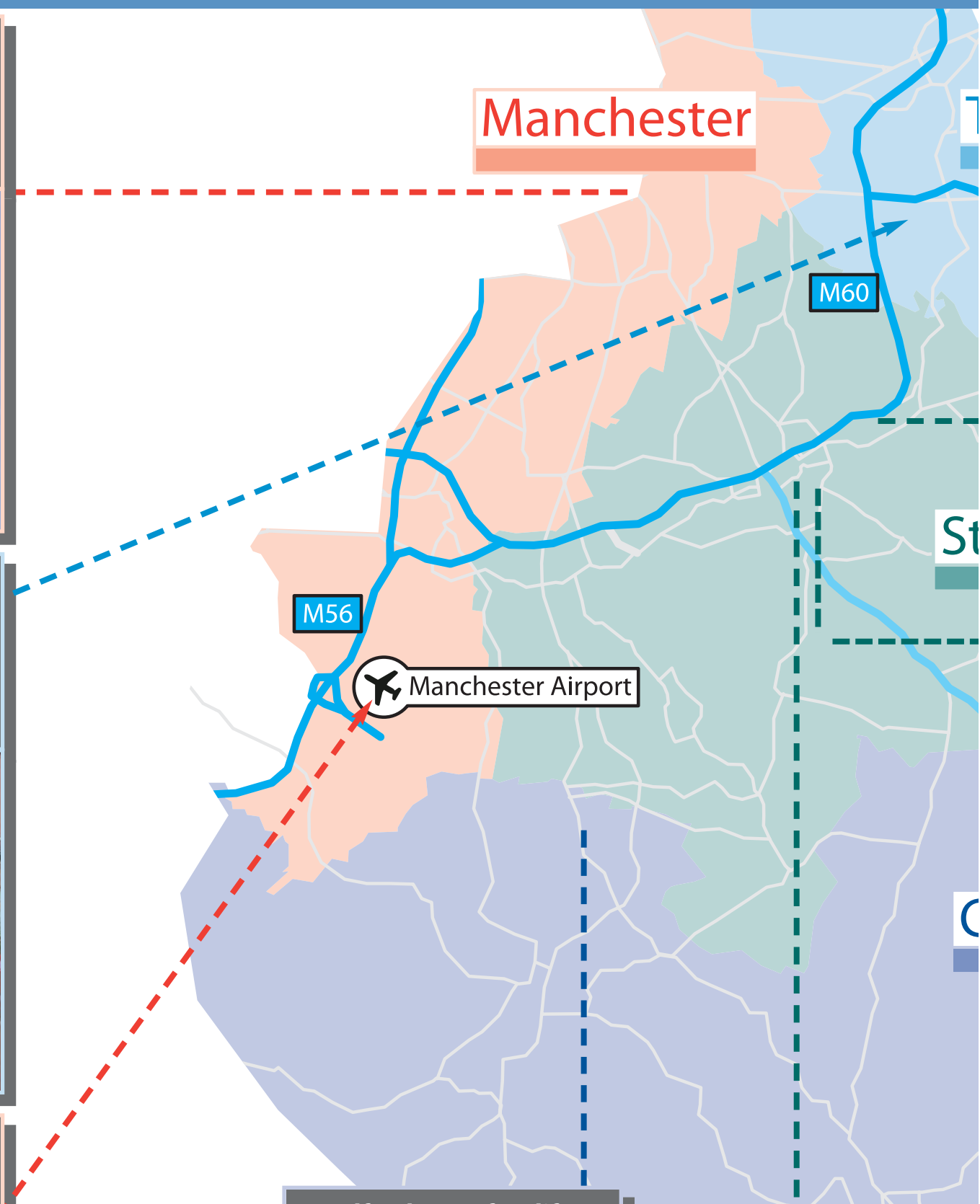
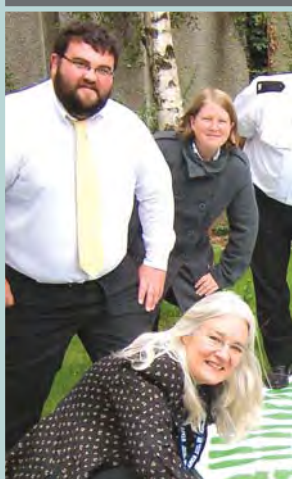
**Handforth gets facelift thanks to SEMMMS funding.**

See page **6** for details.



**Stockport takes the right direction**

See page **7** for details.





# Projects across the SEMMMS area.....



**How are dinosaurs helping children get to school in Tameside?**

See page **5** for details.



**Transformation of St Peter's Square into an urban park.**

See page **2** for details.



**Town centre improvements introduced 'historic triangle' in Bollington.**

See page **14** for details.



**Bus passengers benefit from improved information displays about Transpeak service.**

See page **12** for details.



STEP in  
on.





# Improving transport corridors across South East Greater Manchester

**SEMMMS QBC is a £23 million project that improves transport routes known as Quality Bus Corridors and Integrated Transport Corridors.**

These corridors aim to:

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

Across South East Manchester eleven main corridors have been developed. These corridors run between:

- **Manchester - Hyde (A57)**
- **Stockport - Hyde (A560)**
- **Stockport - Brinnington**
- **Stockport - Marple (A626)**
- **Stockport - Cheadle Hulme**
- **Stockport - Cheadle (A560)**
- **Stockport - Urmston (A5145)**
- **Manchester - East Didsbury (A34)**
- **Manchester - Northenden (A6010/B5167)**
- **Withington - Didsbury (B5093)**
- **Stockport - Reddish (B6167)**

Improvements have also been made to key roads between Manchester Airport and Adswold and Heald Green, east of the A34, in Stockport.

Here are a few examples of some of the major improvements that have been introduced in the last few years.

## Stockport

In Stockport, SEMMMS funding was used to reduce the time it takes for buses to get past one of the busiest roundabouts in Greater Manchester, the Portwood Roundabout at junction 27 of the M60.

Before the improvements were introduced buses used to have to travel all the way around the roundabout, through four sets of traffic lights. This caused delays for all road users, increased bus journey times and reduced the reliability of bus services.

To help deal with this major cause of delay to buses and congestion a new 130-metre bus-only link road was created that cuts through the middle of the roundabout. This link road means that buses no longer have to queue around the roundabout. This means that it now takes buses half the time to travel through this busy junction.



Bus only link road at Portwood



Bus journey times reduced at Portwood Roundabout

The benefits of this scheme are being closely monitored but already bus passengers are noticing the difference:

"Improved the journey a lot; a better bus service now they don't get stuck round the roundabout"

"I think it's much improved, not as scary for the passengers going round the roundabout, seems to have saved about five minutes"



# Manchester

Working in partnership with Manchester City Council, SEMMMS funding contributed the majority of money needed to improve travel through **Chorlton**. This major scheme has:

- Introduced over 200 metres of bus lanes to improve bus journey times and make services more reliable.
- Provided better crossing points for pedestrians at a number of locations. In particular at the busy junction known as Chorlton Cross.
- Introduced new cycle lanes on the approach roads to the centre of Chorlton. Cyclists have also benefited from changes made to parking and loading areas to stop parked vehicles obstructing cyclists and through traffic.



Together these improvements have meant that:

- Bus journey times on the Manchester Road/Barlow Moor Road route have reduced for all periods of the day and on the Wilbraham Road route in the morning and off-peak periods.
- the number of people getting off buses in the main shopping area is up by 61% and the number of people boarding services has risen by 23%.
- traffic travelling through Chorlton Cross has also reduced so the area is less congested and safer for pedestrians.

# Tameside

SEMMMS funding has allowed Tameside to undertake a programme of improvements at bus stops.

An important element of this work is providing an enhanced environment at the bus stops on Quality Bus Corridors. As part of this work, the kerb heights at the bus stops are being raised and special kerbs used to give easy access onto buses for disabled people and people with pushchairs. In addition, a specific pattern and colour scheme for the footway surfacing at the bus stops on the QBCs has been developed that will help partially sighted people to easily board the buses. Other improvements to the bus stops on the QBCs include the provision of new shelters with seating (if footway widths permit) as well as litter bins. The locations of the bus stops on the QBCs were addressed to determine if they were in the best locations for passengers, bus operations and road safety. As a result of these assessments a small number of bus stops were moved.

Bus Stop Clearways have been provided at all bus stops on the QBCs to make it easier for buses to pull into and away

from stops smoothly and to pull up close to the kerb so that passengers can get on and off safely. The Bus Stop Clearway restrictions are applied 24 hours a day and prevent vehicles parking, waiting or loading at the bus stops.

Within Tameside bus stop improvements have been undertaken along the two SEMMMS QBCs:

- Along the A57 Manchester – Denton – Hyde QBC 36 bus stops have been improved with additional stops scheduled to be constructed soon.
- Along the A627/A560 Stockport – Hyde QBC 11 bus stops have been improved with additional stops scheduled to be constructed soon.

In addition SEMMMS funding has been used to improve 90 bus stops in the residential areas of Dane Bank, Haughton Green, Backbower area of Hyde, Gee Cross and Hattersley with the introduction of raised kerbs and improved surfacing on the footways at the bus stops. Bus stop improvements have also been undertaken on Mottram Road, Hyde extending the A57 Manchester – Denton – Hyde bus stop improvements up to Hattersley.

# Looking to the future

More improvements are due to be delivered this year – the final year of the existing SEMMMS QBC transport corridor project.

In **Manchester** work has already been completed to solve the problems experienced by the very large numbers of pedestrians, cyclists and bus passengers who travel around Fallowfield, near to the Owens Park halls of residence on Wilmslow Road. This is the busiest public transport and cycling corridor in the North West of England. This important scheme will benefit all road users, as well as local shops and businesses.

In **Stockport** work is ongoing to introduce improvements for pedestrians, cyclists, bus passengers and drivers who travel along the A560, Stockport to Hyde corridor. These improvements include changes to busy junction layouts and new traffic signals that will reduce bus journey times and improve reliability. Pedestrians and cyclists will also benefit from the introduction of better crossing points, advanced stop lines and new cycle lanes.

In **Tameside** work has started on a major scheme to provide bus and cycle lanes on the A57 Manchester Road between Denton town centre and the M60/M67/A57 junction. The scheme also includes improvements to bus stops on this section of the A57. This work is scheduled to be completed by the end of 2007.



# SEMMMS area benefits from real time information on Transpeak bus route

The Transpeak bus service is a key public transport link between the cities of Manchester, Stockport, Derby and Nottingham. The route passes through the heart of the Peak District National Park, calling at Buxton and Bakewell. Everyday the service is used by a variety of people ranging from local residents to international tourists visiting the National Park.

To encourage more people to use Transpeak and to help existing passengers plan their journey more easily Real Time information displays are being installed at bus stops which will provide updated information about when the next Transpeak service will arrive. These displays are



Transpeak - providing transport links across the Peak District

High quality buses provide a real alternative to travelling by car



scheduled to be installed at key bus stops along the Transpeak route and into the SEMMMS area - at Buxton, Dove Holes and Furness Vale in Derbyshire; Disley and Newtown in Cheshire. The scheme is scheduled to be completed in summer 2008. Once finished, passengers will also be able to get up to the minute bus times using a mobile phone.

David Marsden, Derbyshire's Transpeak Project Officer, says: "Due to the Transpeak's long distance route and the different types of roads it travels along, keeping to timetable is not always possible. Real Time Information displays are exactly what the Transpeak service needs as it will increase

passengers' confidence in when their next bus will arrive. We have looked at similar schemes elsewhere in the country which show that Real Time displays attract new passengers. This is especially significant for Transpeak which provides a real alternative mode to travelling between city centres by car.

Councillor Brian Lucas, Derbyshire County Council Cabinet Member for Environmental Services, explained that; "The Transpeak service is so important for Derbyshire's residents, but also for the millions of visitors who come to the county each year to take advantage of the area's main attractions, as well as its hidden treasures. The new displays will make it a lot easier for people to plan their journey"

The Real Time displays, which are costing over

£300,000, are being funded by a partnership comprised of Derby City, Derbyshire and Cheshire County Councils, the Department for Transport and East Midlands Tourism. Derbyshire County Council is also using a grant from the Department for Transport to improve other elements of the Transpeak bus service.

Looking to the future, initial plans are also being considered to see if it is possible to introduce similar Real Time displays on the 199 Skyline service route between Buxton, Stockport and Manchester Airport. If introduced this extended information service would work in partnership with the Real Time information systems managed by Greater Manchester Passenger Transport Executive and the councils in the Semmms area.

## Councils look to improve Historic Triangle in Bollington

The conservation area around the 'Historic Triangle' in Bollington town centre is set to be improved thanks to a new partnership agreement between Cheshire County Council, Macclesfield Borough Council and Bollington



The improved 'Historic Triangle' in Bollington

Town Council. The 'Historic Triangle' is the area in the town centre between Palmerston Street, Water Street and High Street. Local residents and other members of the communities have been involved in this important project thanks to extensive consultation and public exhibitions.

These improvements will include replacing existing pavements with new footways made out of local natural stones and paving flags. Access to nearby buildings will also be enhanced by the introduction of new materials which will provide smoother surfaces. These materials have been specially selected so that they are durable and require little maintenance.

The partnership team responsible for these improvements will also install new attractive 'period-style' lighting which reflects the local history and character of this conservation area. This lighting will also minimise light pollution.

Local residents, shoppers and visitors to this important market town in Cheshire will all benefit from the transformation of Bollington's conservation area. In particular, because new seating is being introduced in various locations, everyone will have the opportunity to sit down and enjoy the new and attractive environment.



New and improved cycle routes to be introduced across Stockport



# Cyclists Join Forces with Stockport Council

SEMMMS is about improving travel prospects for everyone, whatever their mode of transport. Investment in transport infrastructure over the last few years has been good news for cyclists who have benefited from a number of new and improved cycle routes across the borough, encouraging more people to cycle more often.

To ensure that improvements to the cycle network meet the needs of regular cyclists, Stockport's Cycle User Group (CUG) - a partnership between the council and cyclists in Stockport - was set up to discuss general issues and cycling aspects of new highway schemes. Several proposals for the CUG can already be seen on the ground, including the high quality, traffic-free cycle and pedestrian facilities at Portwood roundabout (M60 Junction 27) which has helped to improve links to the Trans-Pennine Trail through the centre of Stockport.

The CUG also had significant input into the design of a special short-cut for cyclists, linking the Trans-Pennine Trail to the Fallowfield Loop in North Reddish. At the Pyramid Roundabout (M60 Junction 1) where the Trans-Pennine Trail crosses, the final road design caters for both experienced and less confident cyclists and includes a Toucan crossing and cycle route numbering.

Meanwhile, on Longford Road West, where there wasn't space for cycle lanes, a CUG proposal to provide road markings at the junction to alert other road users to cyclists, won praise from the Manchester Friends of the Earth 'Love Your Bike' website.

Councillor David White, Executive Member for Transportation at the Council, said: "Wherever possible we try to get the most out of our highway network and this means accommodating cars, buses, pedestrians and cyclists. By working in partnership we've been able to make a make a positive impact on the ground for cyclists and the CUG is a good example of how the local community and the council can work together to make a real difference."

Anyone interested in joining CUG can find out more on [www.stockport.gov.uk/cug](http://www.stockport.gov.uk/cug) or by calling 0161 474 4593.

## Cyclists benefit from improvements introduced along the A6 in Manchester

Across the Semms area local councils are working to improve facilities for cyclists and to encourage more sustainable and environmentally-friendly ways of travel. Thanks to additional SEMMS funding a range of cycle-related schemes have been introduced across the area, particularly along and around the A6 Stockport Road in Levenshulme and Longsight.

- **Advance Cycle Stop Lines** have been introduced at key junctions to increase safety for cyclists by enabling them to queue in front of other vehicles when waiting at traffic signals.
- **Safe and secure cycle parking facilities** have been installed at numerous locations around the A6, including at the district centres in Levenshulme and Longsight.
- **An off-road cycle route along** Stockport Road near Longsight has been introduced to provide cyclists with a safe and convenient route away from the large numbers of other road vehicles that travel along this busy road.

Following the completion of these initial schemes transport planners and cycling officers in Manchester City Council are currently looking to introduce additional measures that will benefit cyclists. These new improvements are scheduled to be introduced in 2007.

Plans include introducing:

- **Advance Cycle Stop Lines** at more junctions along the A6 between Longsight and Levenshulme, particularly where Stockport Road meets: Plymouth Grove; Dickinson Road; Slade Lane; and Hamilton Road.

- **A 'quiet route' for cyclists to Stockport Road A6.** This route would provide cyclists with a quiet, safe and convenient route that follows St. John's Road, Hamilton Road to Slade Lane. From Slade Lane a signed route will run parallel with Stockport Road A6 along Buckhurst Road and Marshall Road to Alma Park where it meets the Manchester Cycleway. Further work is proposed to continue this route along Errwood Road towards Stockport.

Proposals are also being considered to provide an additional link for cyclists that will help them to avoid the busy Ardwick Green Roundabout at the junction where Stockport Road meets Hyde Road. This scheme will replace the existing informal links that cyclists used to get into and out of Stockport from Beamish Close.



Cycle Route

The A6 cycle route



# Street lighting put under the spotlight

Community safety and a better environment are two of the reasons why South East Manchester Multi-Modal Strategy (SEMMMS) has devoted funding to street lighting.

A range of initiatives have been supported which spearhead the drive to improve the quality of life for local people.

Streetlight improvements featured in feedback in Tameside, from the public and this has been acted upon through several schemes. The local authority has invested in improving street lighting and, coupled with SEMMMS funding, more work has been completed.

Street lighting maintenance has been targeted in areas that need it the most and where it improves accessibility and public safety for pedestrians, cyclists and public transport users.

Repairs backlogs have been cut thanks to the development of a new lighting column. Developed by Tameside with the private sector, the 'slipper column' is 40 per cent cheaper to install than traditional columns and quicker to install - sometimes in less than an hour.

Streetlight improvements have also had a positive environmental impact.

New heritage standard street lighting on Clarendon Street in Hyde town centre and on Market Street in Denton, have improved the streetscene.

Street lighting improvements have been carried out in the residential areas throughout the SEMMMS area. During 2006/07, £160,000 of SEMMMS funding was used to provide new and improved street lighting, including slipper columns, in the Haughton Green area of Denton, Dane Bank, and the Clough End Road area of Hattersley as well as areas in Hyde.



Improved street lighting



The slipper column is 40% cheaper to install

## SEMMMS Councils respond to concerns about road maintenance

SEMMMS authorities are always working to maintain local roads and footways.

Thanks to SEMMMS funding, maintenance work is being targeted at those areas which are in the worst condition and where improved maintenance can support wider initiatives to:

- reduce congestion and improving air quality.
- encourage more walking, cycling and use of public transport.
- improve accessibility to jobs and services.
- improve road safety.
- regenerate town and local centres and local communities.

In Tameside this extra SEMMMS funding has enabled maintenance work to be carried out in a number of locations. These maintenance schemes are of differing size ranging from major carriageway reconstruction schemes, such as along Clark Way in Hyde or Manchester Road North in Denton, to footway works on residential streets such as Anson Road in Denton



Better maintained roads thanks to SEMMMS funding



# Have your say on how Derbyshire should spend £3 million of SEMMMS funding

Derbyshire has been awarded £3 million of SEMMMS funding to be spent over three years starting in April 2008. This money was awarded to Derbyshire after the Council presented plans to central government aimed at providing people with a genuine choice in how they travel.

We now need to determine the best way to spend these additional resources. Preparatory work has involved examining plans to provide better public transport facilities for the large numbers of commuters who travel from the High Peak area into and out of Central Manchester. Derbyshire Council have also looked closely to learn from developments going on elsewhere in the SEMMMS area which are designed to make it easier for people to walk and cycle to local stations and to access the rail network by bus. Transport planners in the county think that these developments, known as "Comprehensive Station Accessibility Packages", may be appropriate within Derbyshire.

Proposals that are being considered include:

- installing secure cycle parking at staffed stations in the High Peak.
  - improving footway links and Rights of Way to key bus stops and railway stations.
  - improving disabled access to Glossop station.
  - introducing Real Time information on bus routes from the county boundary to Buxton and Glossop.
  - improving bus stops by providing better shelters and raised kerbs to make it easier to get on and off buses.
  - enhancing the road layout around bus stops making it easier for buses to pull in and out of stops without delaying other road users.
- improving the bus/rail interchange at key stations including Buxton, New Mills and Glossop.
  - introducing new and improving existing cycle and pedestrian routes across the county boundary into Greater Manchester and Cheshire.
  - introducing customer help points and CCTV at stations on the Buxton and Glossop lines, and in New Mills and Chinley.
  - enhanced parking provision at key stations.
  - improved waiting facilities at stations.

With this new SEMMMS funding now confirmed the council are looking to finalise their plans shortly. The council welcomes comments on these proposals and would like an indication of readers' priorities on how best to spend this important money. To have your say on how you think this SEMMMS funding should be best spent, please complete the short questionnaire below.

Thinking about the proposals described above, please let us know which improvements you think are most important. Your responses will be particularly helpful as Derbyshire County Council works to confirm the best way to spend their SEMMMS funding.

Please tick the box that applies to your view.

The SEMMMS funding should be spent on providing:

	Strongly Agree	Agree	Neither agree nor Disagree	Disagree	Strongly Disagree
1. better access to and from rail stations for pedestrians and cyclists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. improved passenger information at bus stops and rail stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. better facilities, including waiting rooms at key stations and transport interchanges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. new and improved cycling and pedestrian routes between Derbyshire and Manchester and Cheshire	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. better bus stops, including improved lay-bys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. improved parking at rail stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide your postcode as it is important that we consider peoples' views from across the SEMMMS area

What form of transport do you most regularly use when travelling in and around the SEMMMS area?

	On foot	by bus	by bicycle	by car	By train	Other
For shorter journeys (approximately 2 miles or less)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
For longer journeys (2 miles or more)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>

Please tear off this back page, place it in an envelope and return to:

**FREEPOST - SEMMMS** (no stamp required).



If you live, work or visit the **SEMMMS area** your responses to the following questions are important. Please complete this response slip, tear it off, place it in an envelope and return to **FREEPOST SEMMMS**(no stamp required).

	Strongly Agree	Agree	Neither agree nor Disagree	Disagree	Strongly Disagree
Thinking about the key transport corridors, funding should continue to be used to fund improvements for pedestrians by providing better crossing points and footways.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thinking about cycle facilities, SEMMMS funding should continue to pay for more cycling routes, cycle lanes and advanced stop lines at junctions.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thinking about the introduction of Transport Corridors SEMMMS funding should continue to be used to provide better bus stops and more bus priority that benefit passengers by reducing delays and increase reliability.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thinking about the maintenance work that has been carried out by SEMMMS authorities (see page 14), SEMMMS funding should continue to be used to improve road surfaces, markings on roads and street lighting.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thinking about improving the “school run” and the “journey to work”, SEMMMS funding should continue to be used to develop travel plans for local schools and businesses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thinking about some of the town centre improvements decribed in this newspaper, SEMMMS funding should continue to be used to improve the environment in local towns and shopping areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thinking about the introduction of the third rail platform at Manchester Airport, SEMMMS funding should continue to be used to improve facilities for rail passengers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Are there any specific improvements you would like to see in your area?

Type of Improvement	Location	Why

About You

Please provide your: Postcode  Gender: Male ☐ Female ☐ Age:

What is your ethnic origin?

White	Black or Black British	Mixed	Asian or Asian British	Chinese or Other Ethnic Group
British <input type="checkbox"/>	Caribbean <input type="checkbox"/>	White and Black Caribbean <input type="checkbox"/>	Indian <input type="checkbox"/>	Chinese <input type="checkbox"/>
Irish <input type="checkbox"/>	African <input type="checkbox"/>	White and Black African <input type="checkbox"/>	Pakistani <input type="checkbox"/>	Other <input type="checkbox"/>
Other <input type="checkbox"/>	Other <input type="checkbox"/>	White Asian <input type="checkbox"/>	Bangladeshi <input type="checkbox"/>	
		Other <input type="checkbox"/>	Other <input type="checkbox"/>	

What form of transport do you most regularly use when travelling around the SEMMMS area?

	On foot	by bus	by bicycle	by car	By train	Other
For shorter journeys (approximately 2 miles or less)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
For longer journeys (2 miles or more)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>