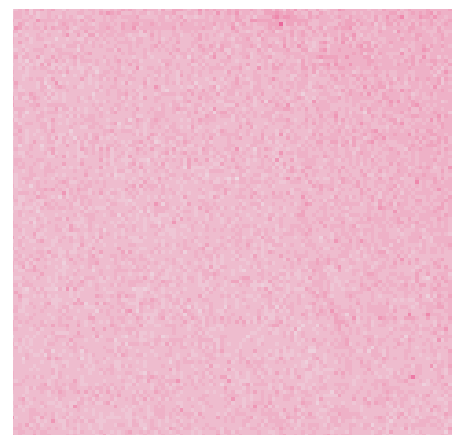


Chapter 8

South East Manchester Multi Modal Study (SEMMMS)





8.1 In March 2002 the Minister for Transport, John Spellar, welcomed the proposals contained in the SEMMMS transport strategy. Significant increased resources have been identified for the programme of minor works in 2002/03 and provisional acceptance has been given for the major SEMMMS QBC programme to be rolled out over the next four years. These resources are additional to those released for the LTP programme.

8.2 The study, set up in response to Government's decision to withdraw three road schemes from the national trunk roads programme, was remitted to consider whether additional measures should be introduced across the study area (including parts of Cheshire and Derbyshire) to tackle the area's substantial transport problems.

8.3 The problems and issues needing to be tackled in the study area include:

- **Congestion reduction**
- **Relieving the worst affected communities of the impact of through traffic**
- **Increasing public transport use**
- **Reducing traffic accidents**
- **Reducing the emissions of greenhouse gases**
- **Improving access to essential facilities such as hospitals and schools**
- **Supporting the urban regeneration of Town and Local Centres in the study area and enhancing the viability of the Regional Centre**



South East Manchester Multi Modal Study (SEMMMS)

8.4 The Minister confirmed the following:

- **Alderley Edge Bypass provisionally accepted**
- **SEMMMS QBC major scheme provisionally accepted (£23 million)**
- **An extra £7.445 million for Greater Manchester (and £1.5 million for Cheshire) to spend in 2002/03 on minor schemes and improvements including:**
 - **Bus and rail facilities**
 - **Signing, management and maintenance of road network to improve journey reliability**
 - **More facilities for cyclists and pedestrians**
 - **Better management of freight**
 - **Investment to support urban regeneration.**

8.5 The announcement also referred to a request being made to the Highways Agency to draw up plans to improve the M60/M67/A57 Denton interchange. Government is also asking the SRA to work with GMPTA and Local Authorities to develop detailed assessments of the benefits of expanding the rail system in the area.

8.6 In addition the Minister has given leave to Authorities to develop schemes for the following:

- **A6 (Hazel Grove) Bypass**
- **Poynton Bypass**
- **A555 Manchester Airport Link Road West (MALRW)**
- **Possible Metrolink extensions.**

8.7 The “Transport Change” element of the SEMMMS strategy, which involves tackling people’s travel behaviour through education and targeted marketing exercises, was endorsed by the Minister.

8.8 His announcement also refers to the following strategy recommendations:

- **Strict enforcement of land use policy to promote development decisions which reduce car dependency**
- **Urban regeneration that maximises the attractiveness and potential of existing centres for employment, retail and leisure opportunities.**

8.9 An announcement in respect of the proposed Stockport Metrolink extension, a major scheme bid submitted in last year’s APR, is still awaited.

8.10 The SEMMMS Authorities have now been able to firm up their implementation programme of additional minor works in 2002/03 in response to the Minister’s announcement. The SEMMMS QBC major scheme has project management arrangements in place that will ensure a co-ordinated and resourced programme to guarantee delivery of the programme to the end of the LTP period. While the additional capital resources are most welcome, the revenue element of the bid was not met. This gives us cause for concern given the revenue intensive nature of much of the SEMMMS strategy, including the need for more people to carry out much of the work, the maintenance of new and existing capital assets, and bus service support.

Current Programme Year

8.11 In 2002/03, our investment strategy will complement existing LTP programmes by focusing principally, but not exclusively, on the core themes of transport change and road space reallocation. The allocation for 2002/03, excluding major schemes, across the Greater Manchester part of the study area is £7.445 million.

8.12 Table 8.1 shows our programme for the current year. Last year’s submission to Government in October 2001 explains in detail what our intentions are under each “measure” or decision area. These were identified initially in the consultant’s draft implementation plan, (see supplementary submission SEMMMS Provisional Bid Programme: Autumn 2001). It is also our intention to “top-slice” a small proportion of this planned expenditure in 2002/03 for monitoring, consultation and resourcing a transport change project. Similar arrangements, but reviewed amounts, will also be put in place for future years.



Denton M60 / M67 Interchange, Tameside

Table 8.1 SEMMMS Programme 2002/03 (£000s)

Measure	Manchester	Stockport	Tameside	GMPTA	SEMMMS area
Transport change	692	2,175	326	300	3,493
Roads (preparatory works)	80	150			
Rail					
Bus	100	100		668	868
QBC Major Scheme					
Use of Road Space	840	950	615		2,405
Freight		50			50
Maintenance			399		399
All Measures	1,712	3,425	1,340	968	7,445

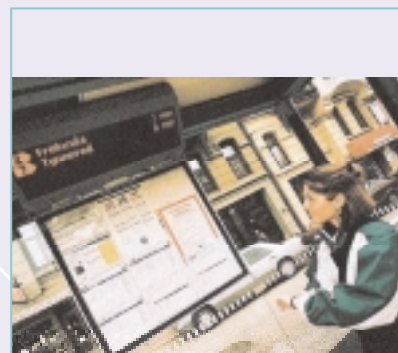
8.13 The transport change element of the programme includes an acceleration of the School Travel Plan activity already begun by the DTLR funded Travel Plan Co-ordinators within the study area. We are appointing additional posts to allow us to work in communities, with more schools and also with businesses along high frequency bus routes. Under this category we are also introducing cycling and walking measures in neighbourhoods that have suffered decline and dereliction and have poor transport infrastructure and inadequate links with employment opportunities, goods and services. The purchase of vehicles for a dedicated bus pilot scheme will contribute to behavioural change on the school run in a number of areas.

8.14 The SEMMMS QBC Major Scheme will spend around £3 million this year in preparatory costs involved in pursuing statutory processes, design work, consultation and site specific treatments.

8.15 Although the major road proposals are not programmed until some time in the next LTP period some initial works are being undertaken in 2002/03 in relation to initial design work and early consultation. Table 8.3 explains the upfront costs of the preparatory works for which support is sought.

8.16 Opportunities for action in the field of rail improvement are constrained due to problems experienced in this sector, outlined elsewhere (see paragraph 2.13). However, we intend to commission a study which reviews rail service provision across the study area and the options for improvement in the context of the emerging county-wide rail investment plan. We will be able to undertake a number of small scale, local improvements at rail stations in 2002/03, including accessibility and signage improvements and the provision of secure cycle parking.

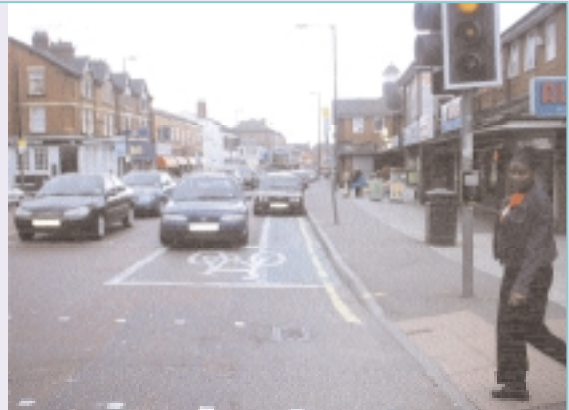
8.17 The development of the RTPI initiative will be accelerated by GMPTA across the SEMMMS area on the QBC network. Other bus initiatives in 2002/03, in addition to the major scheme work on developing new QBCs in the area, including shelters, raised kerbs and better lighting. Improvements will be made to interchange points involving physical measures such as relocating bus stops and improving the waiting environment to complement information improvements already being carried out with LTP funding.



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Rusholme District Centre, Manchester

Lorries carrying stone on A6, Stockport



8.18 In Manchester, the SEMMMS investment strategy is based on the core themes of transport change and urban regeneration, the latter through the use of road space and enhanced safety. Measures promoted cover educational and hearts and minds programmes, schemes designed to promote the accessibility of Local Centres and employment opportunities and measures to enhance links to the residential communities that serve them. The mixed use high street safety scheme piloted in Rusholme will be rolled out under SEMMMS to cover other main District Centres in South Manchester, introducing road space reallocation that increases safety for vulnerable road users and allows urban design improvements. Cycle routes linking people with the extensive employment opportunities available throughout Wythenshawe are being established through partnership working between the Council, the Airport, businesses and health and regeneration agencies. The chances of traffic displacement in residential areas adjacent to SEMMMS major QBCs will be reduced through the introduction of traffic calming measures.

8.19 In Tameside, the programme is intended to give an early emphasis on a wide range of smaller scale measures aimed at promoting more sustainable travel in the Denton, Hyde and Longdendale areas of the Borough. The proposed measures concentrate on improving the attractiveness of these District and Local Centres, improving safety and amenity through the implementation of 20mph zones in a number of residential areas and close to schools. Upgrading work is also intended on street lighting and in tackling the backlog of repairs to footways/carriageways, especially on well-used pedestrian routes and public transport corridors. The programme also seeks to extend the uptake of school and company travel plan initiatives in the SEMMMS area of the Borough and aims to develop a number of travel awareness pilot projects along with partner Authorities.

8.20 Stockport's priorities in 2002/03 involve delivering schemes which aid the regeneration of District and Local Centres and which improve their accessibility. There will be additional schemes developed, over and above those already programmed in the LTP, to facilitate the implementation of school and business travel plans. The pilot transport change project, developed as a joint initiative

across the SEMMMS area, will look at developing and enhancing the implementation of community transport plans across the Borough. Improved signage, reclassification of the road hierarchy and improvements to the provision of information are intended. Stockport also plans to develop local and strategic cycle routes. With its partners, the Council will commence development of a number of larger projects, including a detailed assessment of Park and Ride sites, Metrolink extension proposals and improving information provision.

Bid for 2003/04

8.21 We have prepared a detailed bid for 2003/04 and an indicative programme for the remaining period of the LTP. These represent the initial deliverables of the 20-year SEMMMS Strategy and are derived from the study consultant's five-year draft implementation programme, prepared last year and endorsed by the GONW led Steering Group. As the LTP is the principal method for delivery of these schemes, the APR is the means by which we submit our annual bid. We do so in the context of an understanding that resources will continue to be made available for SEMMMS schemes, in addition to existing funding, over the period of the strategy.

Table 8.2 2003/04 Bid Programme

Measure	Scheme Type	Manchester City Council (£000s)		Stockport MBC (£000s)		Tameside MBC (£000s)		GMPTA (£000s)		GM SEMMMS Area Total (£000s)	
		Cap	Rev	Cap	Rev	Cap	Rev	Cap	Rev	Cap	Rev
Travel Change	School Travel Plan	300		400		150				850	
	Urban Regeneration	1,550		2,000		750				4,300	
	Travel Plans/Behavioural Change	276		400		100		300		1,076	
Roads	Preliminary Works	See Table 8.3									
Rail	Minor Works			500				950		1,450	
	Studies			100						100	
Bus	Revenue Service Support								6,133		6,133
	Infrastructure	200		500		100		1,310		2,110	
Use of road space	Road Hierarchy			900		200				1,100	
	Road Space Reallocation	1,670		3,100		1,000				5,770	
Freight	Routeing and Signing			100						100	
	Road Surfacing										
	Freight Quality Partnership			80						80	
Maintenance	Footways & Carriageways	529	200	1,000	538	900	120			2,429	850
	Street Lighting	135	68	200		300	75			635	143
All Measures		4,660	268	9,280	538	3,500	195	2,560	6,133	20,000	7,126

8.22 DTLR Guidance explains the circumstances in which applications for contributions to major scheme preparatory costs will be considered and the ceilings which apply (DTLR, April 2002). In relation to schemes which have been recommended by Regional Planning Bodies as a result of Multi Modal Study reports, costs will be considered before they have been fully accepted. We have a number of such major schemes for which we are seeking support. Table 8.3 outlines our application for support with major scheme preparatory costs.



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Table 8.3 SEMMMS Major Scheme Preparatory Costs

Major Scheme Type	Authority	Scheme	Total Preparatory Costs (£000s)	Bid (£000s)
Roads	Manchester	MALRW	135	80
	Stockport	MALRW, Poynton Bypass, A6 Bypass	335	200
Metrolink	GMPTA	Extensions from Stockport Town Centre	250	150

Future Years' Programme

8.23 No indicative allocations have been identified for SEMMMS measures in the years to the end of the current LTP period but AGMA welcomes the Minister's recognition of the 20-year time horizon of the strategy and the need to develop proposals for implementation beyond the period of the current LTP. We trust that resources will continue to be made available to deliver the strategy over and above those earmarked to deliver the LTP programme.

8.24 The SEMMMS Authorities also look forward to a resolution of the existing revenue issue and are hopeful that Government will be successful in finding a way to recognise the need for additional revenue expenditure in the Standard Spending Assessment.

Table 8.4 SEMMMS Future Years Bid Programme

Measures	2004/05		2005/06	
	Capital (£000s)	Revenue (£000s)	Capital (£000s)	Revenue (£000s)
Travel Change	6,136		6,886	
Roads	See Table 8.3 for preparatory works costs			
Rail	1,500	6,133	2,200	
Bus	2,830		2,130	6,133
Use of road space	5,920		5,170	
Freight	250		250	
Maintenance	3,364	1,001	3,364	1,001
All Measures	20,000	7,134	20,000	7,134