

# South East Manchester Multi Modal Study Implementation Plan 3

## **SEMMMS IMPLEMENTATION PLAN**

### **(SOUTH EAST MANCHESTER MULTI MODAL STRATEGY)**

**Produced by the SEMMMS Partner Transport Authorities (Cheshire C.C, Derbyshire C.C, Manchester C.C, Stockport M.B.C, Tameside M.B.C and the Greater Manchester Passenger Transport Authority and Executive)**

## 3 South East Manchester Multi Modal Study Implementation Plan

### 3.1 SEMMMS Steering Implementation Group

**Chair** - Mike Hayward

Government Office for the North West

**Participants include representations from**

Cheshire County Council  
 Derbyshire County Council  
 Freight Transport Association  
 Greater Manchester Passenger Transport Authority/Executive  
 Highways Agency  
 Macclesfield Borough Council  
 Manchester Airport  
 Manchester City Council  
 Network Rail  
 North West Regional Assembly  
 Strategic Rail Authority  
 Stagecoach Manchester  
 Stockport Metropolitan Borough Council  
 Tameside Metropolitan Borough Council

This group was created on the completion of the SEMMMS strategy and has met regularly since to develop joint initiatives and monitor and review progress of the SEMMMS strategy

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## 3.3 Foreword

I am pleased to be able to continue my association with the study by chairing the Implementation Steering Group who's aim is to co-ordinate the diverse range of measures being managed and implemented by Local Authorities, the Highways Agency and public transport planners and operators. I believe that it is very important that the group maintains the momentum of the initial study, which I can confidently say is being achieved.

Local Transport Plan funding from the DfT has supported a wide range of schemes and measures to improve the local environment and provide a better choice of travel to the car. This year has seen work start on the extending the QBC network as envisaged by SEMMMS which will provide better access by bus to Stockport and Manchester Airport. Joint working by the local authorities, led by Stockport MBC, has seen the successful completion of public consultation on options for the major road schemes and detailed assessment work completed to provide robust evidence needed to make this submission for LTP funding.

As a resident of the area I can, as each year passes, see more results of the excellent work being carried out for the benefit of those living, working and travelling in the SEMMMS area. I look forward to another successful year for all involved with SEMMMS to include provisional acceptance of the submitted road schemes for future funding.

Mike Hayward

Chair Of SEMMMS Implementation Working Group

Transport Policy & Planning

GONW

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### 3.4 Executive Summary

#### The South East Manchester Multi-Modal Study

This study was commissioned and managed by Government Office for the North West (GONW). GONW created a Steering Group that included the relevant local authorities and transport organisations and a wider reference group to reflect local interests. Consultants were then appointed to undertake the study, which commenced in January 2000 and was completed in September 2001 when a final report, including a recommended strategy, was published.

The Government has provided funding to support the implementation of the SEMMMS recommendations as supplementary settlements made through the Local Transport Plan (LTP) process since 2002/03. This document provides a justification for the continued funding on a longer-term basis, the context and linkages of the works and a programme of implementation. The document was written jointly on behalf of the following authorities:

- Cheshire County Council (CCC);
- Derbyshire County Council (DCC);
- Greater Manchester Passenger Transport Authority / Executive (GMPTA/E);
- Manchester City Council (MCC);
- Stockport Metropolitan Borough Council (SMBC); and
- Tameside Metropolitan Borough Council (TMBC).

Details of the bid for funding for 2006/7 can be found in Cheshire and Greater Manchester's APR, and a more detailed explanation of the proposed schemes can be found in Chapter 7 of this document along with the Programme for the period 2006/7 to 2010/11.

Over the last 5 years the SEMMMS area has been receiving funding there has been numerous improvements made to the transport infrastructure with the ongoing delivery of the Quality Bus Corridors (QBC) and non QBC's in the area, the continuing development of the New SEMMMS Relief Road Scheme for which we are awaiting the results of the Annex E submission. Improvements to the accessibility and infrastructure of several town and local district centres. The development of new and improvements to existing cycling and pedestrian routes. These physical improvements are supported by the travel change programme in developing School and Business Travel plans to encourage modal shift and the information providing and sharing programs also being actioned through SEMMMS. More details of these improvements can be found in chapters 3 and 6.

#### Local Priorities

The SEMMMS Strategy does support the local and national priorities surrounding the LTP2 especially clearly addressing the Key priorities for Greater Manchester of:

- Air Quality
- Accessibility
- Road Safety

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- Congestion
- Maintenance

Therefore the SEMMMS Strategy, despite being developed during the LTP1 period, can still be seen to be relevant in the present day.

## Finance

The SEMMMS Study was reported on and approved by the Minister in 2002, in the middle of the LTP1 period (2001/02 to 2005/06). As a result, none of the authorities have therefore made any provision for expenditure on SEMMMS works in the main LTP process. The Government has supported the programme to date through Supplementary Bids. It should be noted that the low settlement for SEMMMS for the period 2005/06 has negatively impacted upon the programme's ability to be delivered in this financial period further such funding changes would have a similar effect. The SEMMMS Final Report noted that 'for the most of the measures there are no extant proposals within existing LTPs'. Though wherever possible, the authorities do supplement the programmes with contributions to schemes from the private sector and through alternative grant and partnership monies.

The funding indicated in the settlement letter for the period 06/07 for SEMMMS will enable work to continue on the programme. As will the indicative future funding which will also allow more detailed planning for future years. For further details see appendix 2.

In monitoring terms the indicative future settlements will enable the planning of future monitoring work and work programs and will allow us to confidently target.

The scale of the annual SEMMMS short / medium-term programme is significant. It lies beyond the scope of the authorities to undertake it within the current (and indicative) LTP funding. Any re-prioritisation of the planned five-year LTP programmes to accommodate the SEMMMS works would either (or both) distort the existing programmes or result in the failure to deliver on targeted outcomes. Currently all the authorities' available capital resources are fully committed on designated programmes in their budgets. Therefore the current and predicated funding allocations are very welcome.

This funding was especially welcomed as the SEMMMS new relief road scheme is at a critical stage of development. Government is now considering the technical (traffic, design, environmental and economic) work submitted in July 2004 and the PFI Expression of interest. The approval for the continued development of the highway scheme will have a very significant effect on the SEMMMS finances for 2006/07. Approval, linked with the submitted scheme development programme, will require major progress to an expected planning submission in early 2007 (and public inquiry late 2007). The work will encompass consultation, highway design, economic and environmental appraisals, traffic assessments and legal processes. It is hoped that if the Scheme is approved that sufficient preparation costs will also be awarded to continue its progression.

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## 3.5 Introduction

### Background

The aim of this annex to the LTP2 is to clarify the different aspects of the works related to the South East Manchester Multi Modal Strategy (SEMMMS), to explain the benefits that have been derived through the supplementary money that the government has provided through the scheme and to make the case for the continuation of this support separate from the LTP2.

The Government has provided funding to support the implementation of the SEMMMS recommendations as supplementary settlements made through the Local Transport Plan (LTP) process since 2002/03. This document provides a justification for the continued funding on a longer-term basis, the context and linkages of the works and a programme of implementation. The document was written jointly on behalf of the following authorities:

- Cheshire County Council (CCC);
- Derbyshire County Council (DCC);
- Greater Manchester Passenger Transport Authority/Executive (GMPTA/E);
- Manchester City Council (MCC);
- Stockport Metropolitan Borough Council (SMBC); and
- Tameside Metropolitan Borough Council (TMBC).

Details of the funding programme for 2006/7 can be found in Cheshire and Greater Manchester's LTP2's, and a more detailed explanation of the proposed schemes can be found in Chapter 7 of this document.

The New Deal for Trunk Roads in England reported on the review of the trunk roads in 1998. It recommended that the trunk road network, which is the responsibility of the Highways Agency, was greatly reduced and in the South East Manchester Area the A6 and A523 were recommended for detrunking.

This document then further recommended that the associated road schemes be withdrawn from the trunk road building programme. These were:

- A6M Stockport North South Bypass including the Stepping Hill Link
- A523 / A555 Poynton Bypass
- A555 MAELR Manchester Airport Eastern Link Road and MALRW Manchester Airport Link Road West.

### The South East Manchester Multi-Modal Study

The final relevant recommendation of the New Deal for Trunk Roads in England was that a multi modal study should be conducted in the South East Manchester area to consider the existing transport problems and develop a long term 20 year strategy for addressing them.

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This study was commissioned and managed by Government Office for the North West (GONW). GONW created a Steering Group that included the relevant local authorities and transport organisations and a wider reference group to reflect local interests. Consultants were then appointed to undertake the study, which commenced in January 2000 and was completed in September 2001 when a final report, including a recommended strategy, was published.

## **Local Transport-related Problems Identified by SEMMMS**

The final report identified a number of transport-related problems in the study area, identified via a number of mechanisms including public consultation, traffic modelling, appraisal of existing policies and data from the census, desk top studies and site visits of the area:

- i. Congestion both peak and non-peak hour across the area and its associated environmental and other impacts. Specific areas identified by the study included:-
  - Hazel Grove
  - Finney Lane in Heald Green
  - Poynton crossroads
  - Gatley
  - A6 between Hazel Grove and Stockport.
- ii. Congestion and a change in traffic patterns because of the building of the central section of the A555 and the A34 Wilmslow / Handforth bypass affecting Bramhall, Woodford and Poynton and the A538 through Prestbury Village.
- iii. Journey times and traffic flow disbenefits along the A6 were growing.
- iv. Accident clusters associated with areas of high congestion.
- v. The polycentric nature of the Manchester Conurbation which has created a dispersed activity patterns for employment, leisure and access to facilities requiring dispersed orbital and radial trips to access these facilities. This is challenging to cater for by using public transport and uses an unsuitable road network. Traffic count data indicated that orbital flows have increased at a much faster rate than radial flows.
- vi. The development of out of town retail sites including Handforth Dean, Cheadle Royal and the Trafford Centre.
- vii. The M60 junctions have become nodes for car focused developments which are difficult to serve by public transport. The development pressures around the airport were also identified as an issue.
- viii. The competition for road space on the M60 between local, conurbation wide and regional priorities as it is used to access developments and for inter and intra regional trips. The airports access routes face similar issues.
- ix. The lack of a clear definition of the purpose and function of differing elements of the road and rail network.
- x. An affluent and highly mobile population with aspirations for access to all the areas' facilities. This area is characterised by a high car ownership, long commuting distances and low public transport use. However, it was also natural that there are deprived communities

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heavily reliant on public transport where access to and from these areas is becoming more difficult.

- xi. The changing land use patterns have affected the balance of services and facilities within local centres.
- xii. The reduction and centralisation in bus availability and the increasing congestion has impacted on the reliability of existing public transport.
- xiii. Decline in provision of rail services and its quality.
- xiv. Low levels of cycling within the areas and a high level of public concern over cycle safety because of congestion issues.
- xv. Institutional problems including the intra authority competition for public and private resources and the interface of Greater Manchester / Cheshire and Derbyshire and the different functions of local authorities.
- xvi. Environmental issues including air quality in the Town Centres.

### **The South East Manchester Multi-Modal Strategy**

The strategy set out in chapter 7 of the SEMMMS final report (see Appendix 1 of this document) was strongly supported by both the study steering group and the associated public consultation on its proposals. The strategy was then accepted by the relevant local authorities, the Association of Greater Manchester Authorities (AGMA) and the North West Regional Assembly.

The strategy recommended that a successor group to the study steering group be formed composed principally of the constituent steering group members. The strategy recommended that this body should have the following roles:

- i. monitoring the timely implementation of the strategy as spelt out in this document;
- ii. monitoring and co-ordinating the implementation of the strategy to ensure
- iii. ensuring that the strategy's full benefits are attained;
- iv. monitoring the impact of related policy and development issues to ensure full compliance with the philosophy combined in the strategy;
- v. communicating news of progress on the strategy's implementation by continuing the consultation and participation activity initiated by this study.

This group was created upon the completion of the strategy and is chaired by Mike Hayward from Government Office North West and meets regularly. The following are members of this group:

- Cheshire County Council
- Derbyshire County Council
- Freight Transport Association
- Greater Manchester Passenger Transport Authority/Executive
- Highways Agency
- Macclesfield Borough Council
- Manchester Airport
- Manchester City Council
- Network Rail



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- North West Regional Assembly
- Strategic Rail Authority
- Stagecoach Manchester
- Stockport Metropolitan Borough Council
- Tameside Metropolitan Borough Council

Unfortunately, whilst the majority of these members attend the steering group and participate in the implementation of the strategy, there has been less active commitment from the rail industry, although representatives from Network Rail have attended some meetings.

On March 21st 2002, in responding to the recommendations of the multi modal study John Spellar, then Minister for Transport welcomed the strategy as “an excellent example of how multi-modal transport solutions can be devised to address complex and deep seated transport problems”. He:

- confirmed as provisionally accepted the Alderley Edge Bypass and the SEMMMS QBC major scheme;
- indicated that the remitted, formerly national road schemes for the Stockport A6 bypass, the Poynton bypass and the Airport Western link extension should be taken forward by the local highway authorities as reduced level local major road schemes through the LTP;
- signalled an intention to fund minor works packages as early wins to begin to deliver SEMMMS objectives and address the time lag before major schemes could be brought on stream.

The Minister also allocated an extra £7.445 million for Greater Manchester and £1.5 million for Cheshire to spend in 2002/03 on minor schemes and improvements in the SEMMMS area to cover:

- bus and rail facilities;
- signing, management and maintenance of the road network to improve journey reliability;
- more facilities for cyclists and pedestrians;
- better management of freight;
- dealing with the backlog of maintenance;
- investment to support urban regeneration.

The result of this work is what the Minister saw as “a balanced strategy which will deal with congestion problems for motorists, but which does so by investing across all modes of transport and in a sustainable way”. Spread over 20 years the strategy identifies a £1 billion package of major improvements to the road, rail, Metrolink and bus network. These are complemented by a range of smaller scale local improvements that secure benefits for cyclists, pedestrians and public transport, contribute to the quality of life for residents and reduce peoples’ needs to travel by improving the environment and accessibility of local centres, thus helping to retain local services and facilities close to the user. Addressing the backlog of maintenance and implementing travel change initiatives are also fundamental to the successful delivery of the strategy.

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The SEMMMS Authorities recognised that it would be helpful to produce a document following the format of a Local Transport Plan which would allow local people, stakeholders and central government to understand how the strategy will be implemented over the 20 year timescale. This document focuses on the period to 2010/11 as this is the timeframe for the for the majority of the smaller schemes and the proposed completion of some of the larger ones, e.g. SEMMMS QBC, Denton Interchange, the Alderly Edge bypass and the commencement of the SEMMMS new relief road (formerly the A6(M), Manchester Airport Eastern Link Road (MAELR), Manchester Airport Link Road West (MALRW) and Poynton bypass).

The South East Manchester Multi Modal Strategy Implementation Plan will:

- provide a background to the SEMMMS strategy;
- provide a clear identification of its objectives and targets;
- establish an overall strategic implementation plan to explore and identify the linkages to local, regional and national objectives and targets;
- identify the benefits and additionality of the schemes, and the funding requirements for the integrated transport elements including travel change, which will be needed to deliver the strategy;
- assess the impact on current programmes;
- outline the monitoring arrangements;
- identify the types and some of the long term schemes proposed within the area;
- demonstrate the links between the schemes and the strategy and the small and larger packages of measures contained within the overall strategy;
- identify packages of measures, their intended outcomes, outputs and targets;
- re-evaluate, confirm and amend proposed targets;
- evaluate the deliverability of the overall strategy in the present environment, e.g. limited rail investment in the area;
- explain why existing funding cannot deliver this strategy;
- explain the lost opportunity if funding is not provided;
- demonstrate the benefits of what has already been achieved.

### 3.6 SEMMMS Objectives

#### The Core Objectives

The study recognised that detailed objectives needed to be developed for the strategy based upon the national policy objectives and those of the Cheshire, Derbyshire and Greater Manchester Local Transport Plans.

Specific local problems, issues and opportunities were identified by the Study Steering Group and the consultants' initial modelling, investigations and early consultation with the public and stakeholders.

The core objectives were defined as follows:

- i. the promotion of environmentally sustainable economic growth;

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- ii. the promotion of urban regeneration;
- iii. the improvement of amenity, safety and health;
- iv. the enhancement of the Regional Centre, town centres and local and village centres and the Airport
- v. the encouragement of the community and cultural life of the neighbourhoods, and the encouragement of social inclusion.

## **Core objective I Environmentally Sustainable Economic Growth**

The sub objectives are:

### **i. *promotion of economic growth by:***

- setting targets relating to gross numbers of trips/mileage undertaken to areas of economic growth;
- applying mode split targets for economic growth areas;
- providing targets relating to goods vehicles – how many, timing (peaks/off-peak etc.), mode split;
- targeting trip length distributions to economic growth areas.

### **ii. *improving competitiveness by improving:***

- Access to/from the region's motorway network for car and goods vehicles;
- Access to/from West Coast Main Line/inter-regional passenger services;
- The accessibility and range of rail freight facilities;
- The accessibility to the airport for passengers and freight.

### **iii. *protection of the environment by reducing:***

- Emissions of greenhouse gases (global environment);
- The impact on the built environment – buildings, streetscape etc;
- The impact on the natural environment – protection of designated sites, water courses, visual impacts;
- Severance

## **Core Objective II Promotion of Urban Regeneration**

The sub-objectives are:

### **iv. *for principal regeneration areas outside of the Core Study Area to provide for (to an extent compatible with other objectives);***

- Accessibility by car
- Accessibility by Public Transport

### **v. *for brownfield sites:***

- Accessibility by car

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- Accessibility by public transport
- Accessibility by goods vehicles
- Accessibility by non-motorised modes

### vi. *and to set attainable targets for:*

- Employment density
- Parking standards
- Mode share
- The promotion and implementation of travel plans

### **Core objective III: Improvement of amenity, safety and health**

The sub-objectives are:

### vii. **Amenity**

*To improve the amenity of the built environment*

- Pedestrian crossing facilities
- Lighting
- Footpath maintenance

*To improve the amenity of the natural environment:*

- Sustainable access to the natural environment

*And to achieve:*

- Efficient car parking/management of car;
- Satisfactory mode share to popular destinations.

### viii. **Safety**

*To minimise:*

- PIA/KSI accidents on the road
- Bus/rail accidents
- Crime experienced while travelling – on vehicles, at interchanges, as part of the access journey
- Crime experienced by pedestrians
- Cycle theft

*To improve:*

- Perceptions of security

*And to achieve*

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- Specific objectives on pedestrians / cyclist s/ children accident levels (*cf* government targets)

## ix. *Health*

- To improve air quality
- To minimise noise below certain levels
- To promote use of transport modes which contribute to improved general health

## **Core Objective IV: Enhancement of Regional Centre, town centres and local and village centres and the Airport**

The sub-objectives are:

### x. *Regional Centres*

- Improve public transport accessibility from the study area
- Improve public transport reliability and punctuality

### xi. *Town Centres*

- Improve public transport accessibility
- Reduce impact of traffic
- Improve public transport reliability and punctuality

### xii. *Local Centres*

- Improve public transport accessibility
- Provide for appropriate accessibility by car
- Reduce impact of traffic
- Improve cycle / walking accessibility

### xiii. *Village Centres*

- Improve public transport accessibility
- Minimise through traffic impact
- Provide for access to the Regional Centre
- Provide for access to Town Centre

### xiv. *Airport*

- Improve public transport accessibility
- Improve cycling/walking accessibility
- Set car trip targets
- Provide for road journey time reliability

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### **Core Objective V: Encouragement of community and cultural life of neighbourhood, and encouragement of social inclusion**

The sub-objectives are to improve:

- xv. *Accessibility to health facilities;***
- xvi. *Accessibility to educational facilities;***
- xvii. *Accessibility to retail facilities (comparison and convenience);***
- xviii. *Provision of accessible transport for;***

- The mobility impaired
- The elderly
- Parents accompanying children

- xix. *Walking/cycling facilities in residential areas;***
- xx. *Pedestrian crossing facilities in residential areas;***
- xxi. *Reduction in the impact of traffic on local communities;***
- xxii. *Minimise the impact of “rat-running”.***

The study also noted that a number of factors need to be taken into account when applying these sub-objectives:

- That differences in lifestyle across the community need to be accounted for;
- That all modes should be included;
- That accessibility has different facets, including for different sections of the labour market and in considering furthering social inclusion (i.e. that it may be appropriate to weigh better accessibility for socially excluded sections of the community more strongly than for included sections).
- That numerically strong, but probably geographically disparate, elements of the workforce be explicitly accounted for – for example, the community / voluntary sector represents a significant sector of the work

### **3.7 Added Value and Finance**

The SEMMMS Implementation Group which was formed by Government Office after the Government acceptance of the strategy has worked together enthusiastically with a few exceptions e.g. rail interests to implement the strategy as requested by the Minister.

The Local Transport Authorities, Cheshire, Derbyshire, Manchester, Stockport, Tameside and the GMPTA / PTE meet regularly to develop and implement the integrated transport package elements of the strategy. Individual project groups meet to develop specific schemes, for example the Denton Interchange – Highways Agency and Tameside; SEMMMS New Relief Road – Cheshire, Manchester and Stockport; and the SEMMMS QBC corridors – GMPTA, Manchester, Stockport, Tameside and Trafford – a neighbouring authority outside the SEMMMS area.

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The SEMMMS Strategy was developed for a 20-year timescale to deal with the existing and predicted transport problems within the area.

The Strategy recognised that the major elements e.g. Metrolink, new roads and rail links would take time to achieve and recommend that an integrated transport package including a travel change element be implemented in the short term to start to deal with existing problems.

The monitoring and targets programme has been created to track and identify improvements and problems in the area to ensure that the authorities remain on track to achieve the strategy's objectives.

The multi modal strategy identified a number of key areas for development including bus, road, Metrolink and rail.

## ***Bus***

The bus elements of the scheme are on track for delivery with the ongoing delivery of the SEMMMS major QBC project and the proposed local authority / PTE programmes for improvements of the non QBC corridors and community transport. The 'yellow bus' pilot project has also proved popular within the area. However, the major area for concern is the lack of revenue funding to enhance the bus services and this is an ongoing problem that needs to be addressed.

## ***Roads***

The Highways Agency has progressed the development of an improvement scheme at the Denton Interchange which is currently being assessed and Cheshire, Manchester and Stockport have developed the SEMMMS new relief road scheme and submitted an annexe E funding bid in July 2004. The SEMMMS new relief road scheme is at a critical stage of development. Government is now considering the technical (traffic, design, environmental and economic) work submitted in July 2004 and the PFI Expression of interest. The approval for the continued development of the highway scheme will have a very significant effect on the SEMMMS finances for 2006/07. Approval, linked with the submitted scheme development programme, will require major progress to an expected planning submission in early 2007 (and public inquiry late 2007). The work will encompass consultation, highway design, economic and environmental appraisals, traffic assessments and legal processes.

## ***Rail***

There has been little progress on implementing the rail improvements recommended for the area except for the odd scheme e.g. Stockport Station. It has proved difficult to engage the rail industry in a constructive dialogue and there is concern over how to achieve this element of the strategy. The local authorities and the GMPTE are commissioning a rail study to identify short term improvements to existing rail stations and to explore the possibility for new stations and park and ride sites. However, Central Government encouragement of the rail industry is required to help create the momentum to achieve this element of the strategy.

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### ***Metrolink***

The GMPTE has commissioned the development and assessment of the schemes proposed in the strategy and will seek to bring forward proposals for funding if these studies demonstrate their value.

### **Examples of Added Value as a Result of SEMMMS Investment:**

#### ***Manchester Local Centres***

As part of the SEMMMS objectives of strengthening local centres and helping to reduce the need to travel, work has been undertaken on a number of district centres.

Long term priorities will be informed by the City's emerging Retail Strategy, Strategic Regeneration Framework documentation, the timing of environmental proposals funded through regional or EU regeneration budgets and through major QBC proposals as many of the retail centres lie on QBC routes. Where possible SEMMMS funding will be used to complement and integrate with other funding streams to enable the delivery of more integrated and holistic schemes.

A preliminary study has already led to a call for an upgrade to 15 neighbourhood parades in Wythenshawe and several in Burnage which are in decline and suffer vandalism. Subject to adequate funding levels an action programme to turn them round and ensure that they can continue to meet some of the local needs for goods and services has already begun. An investment package has been drawn together with funding secured from SEMMMS, ERDF and Manchester City Council's highway maintenance budget. To date five centres - Gladeside, Haybarn, Cornishway, Burnisall and Bowland – have benefited from over £850k of improvements. These improvements clearly meet SEMMMS objectives in terms of urban regeneration, the enhancement of local centres and improved access and security issues which would not have been possible through mainstream LTP.

Treatment works have included:

- Improved pavement and frontage areas;
- Level access to units to comply with DDA;
- Improved access through construction of parking bays and build outs on the highway;
- New and improved landscaping and tree planting measures;
- New and improved street lighting and CCTV through the Willow Park Housing Trust CCTV project;
- New street furniture – bins, seating, cycle racks;
- Relocation of bus stops and provision of shelters to provide more accessible transport;
- Relocation of telephone boxes where they have been identified by traders and residents as causing a nuisance; and
- Security improvements, such as gates to car parks, security shutters to shop fronts and anti ram-raiding bollards.



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Through improving the local retail centres it will enable those members of the community who do not have a car to access good quality local provision. Wythenshawe is characterised by a high percentage of lone parents who are predominantly women (up to 15.3% of Ward population) and local shopping facilities will remove the need to travel and provide safe community focal points. This is a key component of the SEMMMS programme.

Only Gladeside has been improved for any length of time. It was fully let before the commencement of the schemes reflecting its long term viability. However access and parking were poor and it was a crime hot spot - 38 crime incidents in 2000/01. Parking and access has been significantly improved and crime and anti social behaviour reduced – there were no reported crimes in 2004. The refurbishment has also helped to develop it as a service cluster with a new health centre and other community facilities close by. However, monitoring will take place at the other centres where it is hoped that similar benefits will accrue.

### ***Wythenshawe Signing Strategy***

Wythenshawe is situated in the south of the city of Manchester with an estimated population of 66,000 contained within five wards (Baguley, Brooklands, Northenden, Sharston and Woodhouse Park). The various communities within Wythenshawe are relatively isolated due to major lines of severance caused by the M56, M60 and the A560. Wythenshawe is an area of declining population, high unemployment and poor health when compared against the national average. Yet despite this, it has a high level of employment provision including Manchester Airport, Roundthorn Industrial Estate, Sharston Industrial Estate, Wythenshawe Hospital, Wythenshawe town centre and several business parks. Although this provision exists there are problems, both real and perceived, with linkages from the local residential areas, in terms of public transport, footways and cycle ways.

The recently completed Wythenshawe Strategic Regeneration Framework was established in order to create a vision to tackle the existing problems, identify the opportunities and take the area forward. In terms of this study, the report concluded that the highway network within Wythenshawe is confusing with very little good quality signage and the area suffers from a lack of a clearly defined road hierarchy. It was noted that local directional signage is sparse and inconsistent and furthermore local identity signage is virtually non-existent. Low levels of information mean that visitors find the area difficult to navigate whether on foot, by public transport, or by car. The current system fails to give people comfort or guide them to the wealth of attractions Wythenshawe has to offer, which is to the detriment of both the local economy and the people of Wythenshawe.

As such, the major objectives of this signage and identity strategy are to increase the 'legibility' of Wythenshawe, improve access to the key employment areas and destinations for both residents and visitors and promote a sense of place. Its aims are to link together the diverse parts of Wythenshawe with a flow of consistently designed information; to make attractions better known and easier to find and to encourage a shift towards more sustainable modes of transport in line with SEMMMS's objectives.

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A further key objective of the study is to ensure that goods vehicles are directed along suitable routes to Roundthorn and Sharston Industrial Estates in order to ensure that schools and residential areas are bypassed wherever possible. Similarly, the study provides an opportunity to remove some Airport traffic and other commercial traffic from inappropriate areas of Wythenshawe. In addition, the project provides an opportunity to develop local identity signage to distinguish the different areas of Wythenshawe and to promote a sense of place.

The project is being funded through SEMMMS as the major partner, the Transport Thematic Partnership - part of the Manchester Partnership (LSP) - and Sustrans.

### **Black Path, Wythenshawe**

The 'Black Path' is a local name for a long established footpath that starts at the Town Centre and goes to the airport. It uses a series of existing footpaths, desire lines and carriageway. The route length in total is approximately 1.6km with a spur to Culmere Park.

The route is very heavily trafficked by pedestrians and cyclists, as there is no alternative direct route to and from the town centre, schools and the airport. However it consists of piecemeal footpaths and desire lines which are often too narrow for the amount of traffic, and difficult for wheelchairs and pushchairs to navigate. There is a conflict between pedestrians and cyclists along parts of the route due to the inadequate width. It is poorly lit and is characterised by vandalism and dumping along parts, as well as overgrown vegetation.

There is a need for local residents to be able to access jobs at the airport, which is a 24/7 operation. Public transport to the airport is often not feasible for many shift workers and there is a need for better pedestrian and cycle routes to this important centre of employment. The airport has a Ground Travel Plan which positively promotes cycling as a means of getting to work, and Manchester City Council and the airport have constructed an Orbital Cycle Route which the proposed route will link to.

The aims and objectives of the Black Path project were informed by a major consultation exercise summarised in Chapter 8 Consultation. The project aims to construct a safe and sustainable transport link through encouraging walking and cycling to and from a range of destinations including the Town Centre the Airport and local facilities. Its key objectives are to:

- Increase journeys made by foot and cycle;
- Improve access for disabled people and parents with young children;
- Improve access to employment opportunities at the airport and the town centre;
- Improve access to transport interchanges at the town centre and the airport;
- Enhance the local environment and improve community safety through improved surfacing, lighting and removal of hazards;
- Establish better links to local facilities such as parks and schools;
- Improve local parks along the route;
- Improve health through promoting walking and cycling and 'active routes';
- Work with local schools along the route on sustainable travel plans; and
- Work with the local community and schools to install artwork and educational resources along the route.

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The project forms an important element of the delivery of the SEMMMS, which aims to reduce congestion, promote the use of public transport, cycling and walking to reduce car journeys, and assist the regeneration of urban areas. The project could not be supported through mainstream LTP resources and as a consequence adds additional value to SEMMMS that would otherwise not be achieved.

## **School Travel Plans in Tameside**

SEMMMS funding has been used to develop and implement a range of measures at schools throughout the SEMMMS area of Tameside MBC with the aim of encouraging a switch away from the use of car to walking and cycling. Over the past two years nineteen primary schools and four secondary schools have agreed travel plans in the SEMMMS area. This comprises almost all schools in the area and work is in hand on implementing the measures included in the travel plans. Without SEMMMS funding, such rapid progress would not have been possible.

The school travel plans agreed with the schools contain a variety of measures including physical measures such as new and improved pedestrian facilities, extended 20 mph zones, parking restrictions, new footpaths and upgraded entrances.

Of equal importance however is the promotion of other measures to encourage walking and cycling and to improve safety in the vicinity of the schools and on the routes to the school. The extensive consultation work undertaken by the Council has produced a database showing modes of travel to school by route taken and a comprehensive statement of the problems and issues that parents and pupils face on their journey to school.

The information has been used to identify key walking routes to the schools which have then been enhanced to provide safer routes and marked through the use of Dinosaur feet so that children can follow the Dinosaur Trail. Leaflets have been produced and distributed in each school to promote the use of the walking routes and encourage safer access to the schools. Walking buses are now being developed that will operate along the defined walking routes.

A Pledge campaign has been launched at three of the schools to promote lower vehicle speeds in the vicinity of the schools. The scheme explains the benefits of lower speeds and encourages parents to sign a Pledge stating that they will only travel at 20 mph in the vicinity of the school. Stickers have been designed for pupils to place in their parents cars to encourage other drivers to slow down. The objective is to ensure that there are sufficient parents at each school signing the Pledge to ensure that the overall vehicle speeds on the roads will be reduced to safer levels.

The Council has worked closely over the past year with one primary school to develop a pioneering project to promote cycling to school by introducing cycle paths directly into the school grounds and providing secure cycle storage facilities. This is thought to be one of the first schemes of its kind in the country at a primary school and will be officially opened before the summer term ends. The project is a prime example of what can be achieved when the school and Council work in close partnership with a common goal.

As almost all schools in the SEMMMS area now have agreed travel plans the emphasis is on the implementation of the plans and establishing them as an integral part of the school ethos.

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### **Stockport District Centres**

SEMMMS funding is used in Stockport to improve the District Centres, to link integrated transport and regeneration initiatives in line with the SEMMMS strategy. There are 8 District Centres in the Borough; Cheadle, Hazel Grove, Romiley, Cheadle Hulme, Edgeley, Reddish, Bramhall and Marple. All of these district centres have seen SEMMMS funding used to either implement or design up to implementation stage, improvements to transport in the area. These include local safety schemes, investments in lighting and improvements to bus and rail interchange facilities. The transportation team work in partnership with the regeneration team to co-ordinate the use of SEMMMS monies with other sources of funding to be spent in these areas. Marple precinct has seen its visual appearance and accessibility for those with disabilities improve significantly because of the use of SEMMMS funding. A scheme in Edgeley district centre has recently been completed which will also improve the aesthetic appearance along with significant transport and safety benefits.

### **Future Progress**

The transport authorities have made good effective use of the funding so far to implement the strategy and look forward to continuing that process with the ongoing support of the SEMMMS Implementation Group and Central Government.

The funding provided to date has made a noticeable change in the area, but in order for these benefits to be realised, funding levels need to continue until the end of the second Local Transport Plan period. By this time, a number of the major schemes will have been completed and a further review of the strategy and its progress in meeting the agreed objectives will be needed.

The SEMMMS authorities will continue to report on progress on an annual basis in association and in a format compatible with that proposed for the Local Transport Plans.

### **The relationship between LTP and SEMMMS**

The 20 year plan proposed by SEMMMS and given ministerial approval in March 2002 identified short/medium term category measures to be taken forward through the local transport plan process. This document provided a unified implementation plan for SEMMMS measures and to continue the works instigated through the previous supplementary bid approvals. These works while noted in the previous LTP submissions have received no funding provision through the main LTP process. Funding has been received in the form of supplementary bids. The SEMMMS authorities are pleased to see that provision for funding has been identified until 2010/11.

The SEMMMS work included many of the authorities' own LTP aims, objectives and policy approaches in the study from the outset and on this basis alone, the proposals are wholly consistent with those of the authorities wider transportation approaches.

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## Finance and Local Priorities

The SEMMMS Study was reported on and approved by the Minister in 2002, in the middle of the current LTP period (2001/02 to 2005/06). As a result, none of the authorities have therefore made any provision for expenditure on SEMMMS works in the main LTP process. The Government has supported the programme to date through Supplementary Bids. It should be noted that the low settlement for SEMMMS for the period 2005/06 has negatively impacted upon the programme's ability to be delivered in this financial period further such funding changes would have a similar effect. The SEMMMS Final Report noted that 'for the most of the measures there are no extant proposals within existing LTPs'. Though wherever possible, the authorities do supplement the programmes with contributions to schemes from the private sector and through alternative grant and partnership monies.

The funding indicated in the settlement letter for the period 06/07 for SEMMMS will enable work to continue on the programme. As will the indicative future funding which will also allow more detailed planning for future years. See Appendix 2 for further details.

In monitoring terms there is also a desire for indicative future settlements being given to enable the planning of future monitoring work and work programs and to also to help set targets

The scale of the annual SEMMMS short / medium-term programme is significant. It lies beyond the scope of the authorities to undertake it within the current (and indicative) LTP funding. Any re-prioritisation of the planned five-year LTP programmes to accommodate the SEMMMS works would either (or both) distort the existing programmes or result in the failure to deliver on targeted outcomes. Currently all the authorities' available capital resources are fully committed on designated programmes in their budgets. Therefore the current and predicated funding allocations are very welcome.

This funding was especially welcomed as the SEMMMS new relief road scheme is at a critical stage of development. Government is now considering the technical (traffic, design, environmental and economic) work submitted in July 2004 and the PFI Expression of interest. The approval for the continued development of the highway scheme will have a very significant effect on the SEMMMS finances for 2006/07. Approval, linked with the submitted scheme development programme, will require major progress to an expected planning submission in early 2007 (and public inquiry late 2007). The work will encompass consultation, highway design, economic and environmental appraisals, traffic assessments and legal processes. It is hoped that if the Scheme is approved that sufficient preparation costs will also be awarded to continue its progression.

## 3.8 Update on Strategy

### Initial Relationship between the SEMMMS Objectives and National Targets

The SEMMMS studies recommended strategy was reviewed against the context of its contribution to the delivery of the Government's Ten Year Transport Plan. and its contribution to the delivery of the (then) DLTR's Public Service Agreement. The Ten Year Plan also highlighted further targets and indicators that had specific links to the SEMMMS strategy:

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- the development of the rail network and improving passenger satisfaction – short and medium-term;
- promotion of a study area cycle network and road space reallocation – contributing to increasing cycle use;
- reducing the number of people killed and seriously injured and specifically children’ killed and seriously injured accidents;
- implementing Quality Bus Corridors (QBCs) – improving reliability, punctuality and increasing passenger satisfaction; and
- addressing the road maintenance backlog across the study area, thus maintaining a major infrastructure asset.

The Study’s objectives (that remain key to the short / medium-term implementation programme) were embedded in those defined by the Government’s Integrated Transport White Paper:

- protecting and enhancing the built and natural environment;
- improving safety for all travellers;
- contributing to an efficient economy ;and
- promoting integration of transport and land-use planning.

### **The Relationship Between SEMMMS and Current Local and National Aims.**

While the SEMMMS strategy is now 4 years old it is still relevant to the visions that are at the heart of local and national transport planning. It is also a useful tool in the area, which attempts to improve the life style choices of the community reflecting the desires outlined in the Government White paper Choosing Health (2004).

The SEMMMS strategy by concentrating on improving the access of people in the SEMMMS area to a variety of transport modes has improved the opportunities for people in the area to make the choices about modes of travel. This contributes to the achievement of policy goals related to transport, health and air quality.

The government White paper ‘The Future of Transport’ set out policy for a coherent transport network with:

- the road network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel
- the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas
- bus services that are reliable, flexible, convenient and tailored to local needs
- walking and cycling made a real alternative for local trips

All of these areas are being addressed by the SEMMMS strategy in a way that is far more comprehensive and integrated that the authorities could achieve with LTP funding alone. By working together as the SEMMMS group we are achieving more cross boundary working between the Manchester authorities and Cheshire and Derbyshire. The rapidity of improvements

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that has been allowed by the SEMMMS funding also means that the local communities can see the improvements more clearly taking place and allowing them to see how other transport forms could be realistically used for their journeys.

The SEMMMS strategy is consistent with the Greater Manchester Integrated Transport Strategy (ITS), which provides a 15 year vision for the conurbation. It assists with the achievement of the goals of the ITS as follows: For the large number of shorter trips of less than 2 kilometres the emphasis will be on promoting measures to increase the attractiveness of walking and cycling.

For longer trips, the appropriate public transport solution has been identified for each segment and corridor with heavy rail, light rail and bus all having an important role.

In areas of lower demand for public transport the focus is on continuing to develop our network of demand responsive services. so that people who do not have access to a car are still able to get to the facilities they need to reach on a day-to-day basis.

By seeking to prevent, through land use planning policy, the further dispersal of activities giving rise to significant numbers of trips, the aim is to reduce, over time, the proportion of trips for which public transport is not able to provide an attractive alternative.

The continuation of proactive network and demand management solutions designed to ensure maximum value is obtained from existing and proposed public transport investments.

There are also some limited circumstances where new road construction is required to relieve congestion and improve environmental quality in town centres or to support regeneration.

The Government White paper choosing Health strongly promoted the need for an increase in exercise in the population as a whole. Children feature in the paper as a group, who are suffering from increased weight gain. One of the ways identified to combat this was an increase in the number of children coming to school either on foot or by bicycle. As part of the SEMMMS strategy the authorities involved have been able to speed up the improvement to routes to school by fitting improved crossings and introducing safer routes to schools for both walking and cycling students where possible. The improvement in the ability to walk and cycle to access essential facilities has not be limited to just the schools in the SEMMMS area there are also been moves to reallocate road space to increase the ability for people to access local centres, medical facilities and other amenities by a mixture of transport methods including walking, cycling and public transport. As well as increasing the opportunities for increased fitness though travel choices this should also reduce congestion on the roads and so improve air quality that should reduce respiratory problems suffered by those in at risk groups.

The SEMMMS Strategy is consistent with the Key Priorities addressed in the LTP2 as agreed by the Local Government Association and Central Government:

- Air Quality
- Accessibility

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- Road Safety
- Congestion

and in Greater Manchester:

- Maintenance.

### 3.9 Implementation Strategy

#### Overview

The main areas of activity for authorities in the next 5-6 years will be the development and implementation of the major and minor elements of the strategy and the implementation of some of the major schemes. This time will also be used to develop proposals for the Metrolink development through Stockport and the larger rail proposals.

This chapter will look at each of the key elements of the strategy and the types of proposals to implement it.

The Strategy recognised that a multi modal approach was needed to deliver the overall objectives identified by the study. The Strategy is based on a 20 year vision and it was understood that different elements of the Strategy would be undertaken at different times because of the varying lead in times, the availability of funding and the time needed to implement various elements of the project.

In general, the time scales can be considered as

2002 - 2005	- Short term
2005 - 2010	- Medium term
2011 - 2021	- Long Term

The ability to deliver the medium and long term schemes relies on the development of those schemes in the short to medium term and there will obviously be some movement between these time frames due to practical, technical and funding issues.

The integrated transport package and travel change elements will be a continuing theme throughout the process. Early wins are possible within the existing conditions but major changes (for example the New Relief Road Scheme, completion of the QBC package and the rail and Metrolink schemes) will all provide further opportunities for travel change and reallocation of road space to more sustainable modes.

As a General Guide:

Short term Measures 2002 – 2005 include

- Travel change – school and business travel plan improvements;
- Road Space Reallocation to more sustainable modes and improved traffic management;



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- Urban Regeneration of town, district and local Centres;
- Freight – improvements in signing and routing;
- Buses/QBC – commencement of implementation of schemes;
- Development of the Denton Interchange, Alderley Edge bypass;
- Development of proposals for the SEMMMS relief road scheme and Metrolink;
- Identification of realistic potential rail improvement in both the medium and long term due to the rail industry's limited commitment to implementing the strategy;
- Improvements in maintenance and safety of the network;
- Development of major schemes.

Medium term measures to 2006-2011 include:

- Travel Change initiatives
- Urban Regeneration of town, district and local Centres and employment areas.
- Freight – further improvements to support appropriate freight movements
- Buses/QBC – completion of major scheme development of area wide network improvement scheme
- Bus improvements to increase priority and accessible areas across the area.
- Implementation of the Denton Interchange Scheme, the Alderley Edge Bypass and commencement of SEMMMS New Relief Road.
- Continued Improvements in maintenance and safety of the existing network
- Implementation of improvements to rail stations and development of potential new park and ride sites or rail stations
- Continued road space reallocation and further development of pedestrian and cycle initiatives.
- Development of major schemes relating to rail, Metrolink etc.

Long Term measures beyond 2011 include

- Completion of SEMMMS New Relief Road
- New railway links e.g. Manchester Airport East and West Links
- Implementation of Metrolink to Marple and Manchester Airport
- Continuation of Travel Change Project
- Continuation of Road Space Reallocation
- Management of new road schemes.
- Urban Regeneration Programme

As can be seen from the above there are a number of key themes within the SEMMMS area which will need to be developed throughout the strategy period, for example:

- Use of Road Space – including safety, environmental and pedestrian/cycle initiatives
- Transport Change
- Freight
- Interchange
- Urban regeneration

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- Improvements on the maintenance and safety of the network
- Public Transport improvements e.g. SEMMMS QBC network, Metrolink to Stockport, Marple and Manchester Airport and rail.
- Implementation of local road schemes e.g. Alderley Edge bypass, Denton interchange and the SEMMMS new relief road.

### Use of Road Space

The Strategy recognised that the reallocation of road space was an important component of the major road schemes but that in addition a number of schemes could be brought forward in the short to medium term to bring quicker, smaller scale benefits to the area.

These schemes include:

- Area wide traffic calming schemes and measures such as Home Zones. All the SEMMMS authorities are developing programmes to reduce the impact of traffic on residential areas and this will be an ongoing element of work. Many of these schemes are connected to the development of Quality Bus Corridors or areas around schools as well as those identified by community transport plans or audits.
- The development of a study-area-wide cycle network. The need for strategic and local route improvements has been recognised in order to provide on and off-road routes for inexperienced as well as experienced cyclists. Key routes across the area include the Marple to Stockport Multi User trail. These routes assist in improving cycle accessibility to town, district and local Centres and rail stations and also provide cycle facilities such as cycle parking at these destinations.
- Pedestrian improvements are being implemented across the area, focussing on key strategic routes to town, district and local centres and improvements within these centres. Improvements to pedestrian routes to schools, bus stops and railway stations are also being implemented across the area.
- Maintenance was recognised as a key issue during the consultation process. Funding has been used to improve roads and facilities across the area, to and within a specific focus, and wall to wall improvements in streets in local, district and town centres as well as on Quality Bus Corridors.
- The need to review signing particularly to assist the long distance movement of freight was recognised as an easy improvement to make and a pilot study has commenced in Stockport that if successful will be replicated across the area.
- The strategy also recommended that the authorities should review the study area's road hierarchy and if appropriate reclassify roads, remodel junctions layouts and adopt parking standards and maintenance priorities appropriate to their re-classification.
- The SEMMMS authorities are starting to develop route management strategies for some of the key routes within the area. Both these approaches are identifying issues and potential improvements to provide more sustainable uses of the existing network. Network audits of the principle roads within the area are identifying pedestrian, cycling, public transport and road safety improvements that can be made to the network. These results are also identifying "hot spots" for congestion etc., which can disrupt traffic flow and adversely affect the reliability of public transport.

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## Transport Change

Behavioural change is one of the key areas for delivery in the short to medium term and the SEMMMS authorities are investigating how best such change can be delivered. The preferred option which is being developed involves developing a mechanism to co-ordinate projects with staff based in each of the local authorities for implementation of the schemes ensuring that there is good co-ordination between infrastructure improvements and individual travel change projects. However, this requires continuity of funding. Key options for delivering this include:

- Development of travel plans. This has always been a priority for the SEMMMS authorities and there is a history of working with Primary Care Trusts, colleges, universities and the major employers in the area. Good practices and experiences are being shared amongst the authorities and these relationships are being continued to ensure that the benefits of travel plans are realised. All the Local Authorities have travel plans themselves and these are actively being promoted to ensure that the Local Authorities achieve their targets and can share their successes.
- Review of the UDPs' structure plans and the emerging Local Development Frameworks. This provides an opportunity to incorporate the SEMMMS strategy and philosophy into planning policy and to strengthen requirements for travel plans in new developments. The authorities will be promoting and encouraging the development of appropriate travel plans for all business across the area.
- The development of area-wide travel plans for industrial estates etc. This has also commenced, and issues regarding accessibility are being included in these plans.

Every school within the area will be encouraged and supported to develop travel plans and then supported in their implementation with both the promotional and educational support required. The development of travel plans is identifying requirements for infrastructure improvements e.g. safer routes to school, cycle routes etc. and the SEMMMS programmes reflect these requirements to ensure that the momentum is not lost.

Emphasising the importance of improving the viability of the city, town, district and local centres is an ongoing activity across the area. Regeneration programmes for town, district and local centres are being developed to improve the accessibility to centres by all modes and to encourage the use of public transport, walking and cycling modes to reach them. The improved environment and Streetscene within these centres encourages the retention and improvement of local facilities and this further strengthens the centres and their attraction for local people to visit them, reducing car usage.

## Freight

The Greater Manchester Freight Quality Partnership has been established and is providing a mechanism to identify issues across the area and Manchester, Tameside and Stockport are participating in this partnership. Early areas for improvement have included reducing bridge strikes and developing a freight map, which include the adjoining areas.

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The development of the road schemes will provide a significant benefit for freight as it will reduce congestion in the area, provide a better quality route to the M60 and M56 and provide improved area to many of the industrial estates within the area.

Opportunities to enhance rail freight movements are supported including the development rail freight facilities within Greater Manchester.

### **Urban Regeneration**

Urban Regeneration is a key theme for the north-west and the work undertaken in this area supports the broader regeneration agenda to improve the economic prosperity of the area and the quality of life of its residents.

The Streetscape and liveability of an area help to create an atmosphere where people feel safe and secure and in transport terms able to cycle, walk and use public transport. The maintenance and improvement of local, district and town centres help ensure that local facilities are available to people without using a car and this benefits all those living in an area. These centres are key areas for employment and small businesses and an improved environment supports the economic regeneration.

Accessibility to local and district centres is being improved for all modes e.g. pedestrian, cycling, public transport and vehicles including freight and cars. Environmental improvements to the Streetscape improve safety and encourage the use of these centres.

Accessibility to the town centres is also being improved for the more sustainable modes e.g. pedestrian, cycling and public transport using both the SEMMMS QBC major scheme funding and the integrated transport elements of funding.

Accessibility improvements in industrial/commercial areas are also being made which is supporting the development of area wide travel plans.

Regeneration in residential areas can be assisted by developing community transport plans and school travel plans encouraging people to walk, cycle and use public transport to access local facilities. The development of Traffic Calming Schemes, 20mph and home zones all assist this process and improve road safety.

### **Improvements to the Maintenance and Safety of the Network**

Maintenance of the Highway was identified as a key concern during the public consultation processes associated with the development of the study and programmes have been developed to meet this need concentrating on the road hierarchy as a priority but also developing Streetscape packages e.g. wall to wall improvements in specific locations e.g. local and district centres.

Street lighting improvements enhance the perception of security and encourage walking, cycling and the use of public transport and improve the liveability of an area.

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The SEMMMS work also relates to the work done by Greater Manchester in the form of its Greater Manchester Maintenance Strategy for LTP2.

The development of safer routes to school, 20 mph and home zones and traffic calming schemes will all improve safety as will the implementation of the SEMMMS New Relief Road which will reduce congestion on many roads in the network and therefore encourage the more sustainable modes of transport. The schemes developed to meet the strategy are the subject of safety audits and safety issues will be taken into account when prioritising schemes.

## Public Transport Improvements

Public transport improvements both large and small scale, and short and long term, will help to encourage people to choose to use public transport and will also enhance the experience for existing users. Modal shift away from the car is essential if the expected growth in the conurbation is to be accommodated without increased congestion. This is the central theme of the Greater Manchester Integrated Transport Strategy.

## Interchange

The strategy identified a number of interchange sites, including:

- Altrincham
- Manchester Airport
- Stockport
- Ashton-under-Lyne

Plans and schemes have been developed at all these sites to improve interchanges and also in the case of Altrincham major bid schemes have been submitted.

Interchange at other sites, e.g. rail stations was also recognised as an important issue and this is being addressed in the creation of station development zones which seek to improve accessibility by all modes to the existing rail stations.

## Light and Heavy Rail

### *LRT and urban metro proposals*

Besides supporting the existing proposal to extend Metrolink to Stockport via Didsbury, and supporting the improvement of orbital rail services such as Stockport – Altrincham, SEMMMS made some significant additional proposals for LRT and urban metro. These were:

- a cross Stockport Metrolink extension operating to Marple (Rose Hill) and to the Airport via Wythenshawe
- “urban metro” services on existing heavy rail lines to Manchester – the report was not specific about the technology to be used in providing this upgraded service, which envisaged a frequency of at least four trains per hour.

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GMPTE appointed consultants to carry out a critical review of SEMMMS study work on the rapid transit lines, covering both the proposed Metrolink and urban metro routes. The study concluded that of the two sections of the cross-Stockport route, Stockport - Marple Rose Hill looked to have the stronger case and that alternative routes for both sections of the cross-Stockport route should be further investigated.

The review also recommended that an early upgrade to the Manchester – Marple services could be achieved through operation of hybrid electro-diesel railcars (tram-trains). This would also permit extension of the service into the Regional Centre using the Metrolink power supply. Since the SEMMMS recommendations for urban metro cannot otherwise be achieved without substantial infrastructure capacity enhancement in Manchester city centre, the tram-train option looked particularly promising.

Therefore, because of the strong potential identified for tram-train on the lines to the city centre, and the need for substantial further work to identify an alignment for the cross-Stockport route, GMPTE gave priority to developing the case for operating "tram-trains" on the Manchester – Marple via Bredbury route. This line was selected in preference to the Glossop route because there is less interaction with heavy rail services.

An initial appraisal by consultants concluded that tram-train on the Marple line would be both beneficial and feasible, with improved signalling facilitating shared running between tram-trains and heavy rail services. Further work will be undertaken to identify what measures would deliver the optimum public transport solution for the corridor.

### ***Other rail measures***

The rail measures proposed in the SEMMMS strategy were developed in the expectation that extra capacity would be provided in the Manchester Hub. However, the SRA's 10 Year Plan, published after the SEMMMS strategy, does not include any schemes to improve capacity in this area, being focused on the south-east of England.

The essential need for more investment in the north west's rail network has been recognised as a top priority for stakeholders across the region. The North-West Rail Investment Campaign has brought together a group of regional partners (NWRRA, NWDA, GMPTE, Merseytravel, NW CBI, NW Chambers of Commerce, Manchester Airport, NW Rail Passengers Committee and Cumbria, Lancashire and Cheshire county councils) in order to raise these issues.

Whilst acknowledging the need for investment in the south-east and intercity networks there is a concern that, with immense pressure on the SRA / DfT budget, priority for funding is being given to these schemes at the expense of schemes and initiatives in the north west. The campaign is therefore working to develop a robust case for investment founded on 'value for money' principles. Through this work it is intended to persuade the DfT and the Treasury of the importance of providing a decent service to passengers and investing in new and innovative solutions to the region's rail network problems, including the Manchester Hub, which is regarded as the region's top priority by both NWRRA and NWDA. The Northern Way initiative has also

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identified the Manchester Hub as a major constraint in the transport network and is seeking to work with the NWRIC to develop cost effective proposals that will contribute to the economic growth of the area.

## ***SEMMMS light and heavy rail proposals in the Integrated Transport Strategy***

The Greater Manchester Integrated Transport Strategy submitted to the DfT in April 2005 presents the overall transport strategy for the conurbation, including the SEMMMS area. The strategy embraces the rail proposals and, therefore, studies are now underway to develop more detailed schemes for implementation during the second LTP period, and beyond. These include small schemes such as the assessment of station facilities, appropriate minimum standards and up-grade programmes; as well as larger SEMMMS area rail schemes referred to above.

## **Conclusion**

The major schemes contained within the strategy, for example SEMMMS QBC, the road schemes, rail and LRT schemes all work together to provide the balanced alternatives needed for the people of the area. The enhanced public transport choices have enabled the reduced road scheme option to be recommended and the integrated effect of all the above areas of work will ensure the success of the strategy. However, as the Strategy said all elements must be delivered over the period of the strategy for this approach to work.

## **3.10 Progress to Date**

### **Overview**

The Local Transport Plans at Cheshire and Greater Manchester have reported on progress in implementing the strategy as part of the Annual Progress Report for 2001/02, 2003/04 and 2004/05. Manchester, Stockport, Tameside and the GMPTA also produced a supplementary submission in 2003 and Cheshire provided additional supporting evidence for their programme. A further detailed SEMMMS Implementation Plan was produced jointly by the SEMMMS authorities and submitted to the DfT in July 2004. An updated document was submitted with the provisional LTP2 by Cheshire and Manchester and this document has been revised to incorporate the information contained in the December 2005 funding letter.

The Authorities meet regularly to develop joint programmes and initiatives including the SEMMMS newspaper and travel change project, and learn from each other's programme development. Network and performance management systems are used to ensure planned programmes are targeted most effectively at the worst problems and at achieving the desired outputs and outcomes.

The following paragraphs illustrate by authority the type of schemes that have been developed as part of the first phase of implementing the SEMMMS strategy and those themes will be built on in future years.

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Whilst Derbyshire has not received specific funding for implementing the SEMMMS strategy as yet, it is participating in the newspaper, development of the travel change project and the development of the route management strategy for the A6. They also regularly attend the Implementation Strategy group meetings.

### **Progress 2002–2004**

#### ***Cheshire County Council***

##### *Quality Bus Corridors and Public Transport*

In 2002/3, a £400,000 SEMMMS contribution was made towards funding improvements to the Macclesfield Bus and Railway stations. The Bus Station is now more centrally located and provides a high quality, safe and more easily accessible facility. CCTV cameras have also been installed as a further contribution to improved security. The Railway Station has seen an improved parking provision (44 additional spaces). Pedestrian access has also been improved with particular emphasis given to disabled persons access, which utilises ramps. Security and safety have been improved and there has been provision of upgraded lighting.

Work has been completed along the QBCs between Macclesfield to Handforth and Macclesfield to Poynton via Bollington.

Improved accessibility to the buses has been provided through the raised kerb and shelter provision. Three new low level entry buses were also purchased for use on the improved corridors and provide for better access for those with impaired mobility and the use of children's buggies. In addition a highway maintenance programme of carriageway reconstruction and resurfacing has provided an improved passage for public transport and all other modes of transport along these corridors. Monitoring has indicated a 10% increase in patronage along the Adlington to Poynton and Macclesfield to Poynton bus corridors after completion of these measures.

##### *Cycling*

The Middlewood Way cycle route was completed using SEMMMS money in 2002/3. It provides the major cycle link between Bollington and Macclesfield, but also supports community and school use.

##### *Highway Maintenance*

The first two phases of works on Styal Road were completed. This has included carriageway and footway resurfacing and street lighting upgrades, and has improved local access and the routes to the prison and the airport.

##### *Use of Road Space*

Initial development work was carried out on an improvement scheme in Handforth town centre. Consultation was ongoing with County and Borough Council Members, traders, residents, local businesses and other interested groups.



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A traffic calming scheme was completed in Pownall Park, Wilmslow. This project has reduced vehicle speeds, discouraged rat running through a housing estate and provides a safer route for pedestrians and cyclists.

The Prestbury village project has been much publicised and developed jointly with the community. The SEMMMS funding allocation was supported by funding from the Borough and Parish Councils. It improves the local environment and safety and provides a reduction in the impact of traffic on the village.

A footway along Adlington Road, Wilmslow, has been completed and supports safer walking.

Pedestrian crossings have been provided and upgraded. They have provided for a safer, more effective crossing for pedestrians, particularly along the school routes as part of SRTS.

### *Safer Routes to School*

An extensive safer routes to schools programme was initiated in 2003/4. This included;

- Pedestrian and cycle improvements at Fulshaw Cross (Wilmslow), providing safer access to three schools.
- Provision of some cycle parking, a puffin crossing and other pedestrian improvements at Ashdene Primary on Knutsford Road, Wilmslow.
- Pedestrian improvements at Lacey Green Primary in Wilmslow.
- Pedestrian improvements at Clumber Road, Poynton, for Vernon Infants and Junior Schools.

In addition, a study carried out by Consultants has provided a report with recommendations for safer routes to school. This will provide guidance for the 2004/05 programme. The report also investigated ways in which schools could develop 'soft measures' to increase shared car trips.

### ***Greater Manchester Passenger Transport Authority 2002 - 2004***

SEMMMS funding of £0.968m in 2002/03 and £1.92m in 2003/04 allowed us to pilot the introduction of pilot yellow school buses. Many existing home to school bus services are operated using elderly low quality vehicles; which are crowded and suffer from vandalism and poor student behavior. The quality of the service deters many parents from sending their children to school by bus, electing to drive them instead. A further problem is that there is little co-ordination between home-to-school services and trips within the school day, which leads to the inefficient use of resources.

The pilot schemes use fully accessible high quality vehicles and also involve a package of measures including codes of conduct linked to pass allocation to specific seats (no pupils are allowed to stand),. The combination of high quality vehicles and engagement with parents, students and schools, is aimed at reducing anti-social behaviour as well as improved pupil attendance, punctuality and readiness to learn. Because of this, students are encouraged to use the bus, rather than travel by car. Also part of the schemes is pro-active liaison with schools and LEAs to improve vehicle utilisation through linking home to school trips with each other (through staggering school hours) and with LEA transport provision.

## 3 South East Manchester Multi Modal Study Implementation Plan

Three yellow school buses were introduced at Werneth and Harrytown schools in Brinnington, Stockport, in 2002/03 and another at Alder Community High School, Tameside in 2003/04. They have proved successful; in particular, ASB incidents at Werneth High School were reduced from thirty five in 2002 to five in 2003 and 2004. Market research shows a high approval level from students and parents, reflected in increased ridership. The schemes are therefore contributing to the objective of increasing travel by non-car modes.

SEMMMS also facilitated the assembly of a joint funding package with Manchester City Council of some £950k for the construction of a new bus/taxi only road through Wythenshawe Town Centre and a contribution to a study of Stockport town centre.

### ***Manchester City Council 2002 - 2004***

During the period 2002/04 Manchester was awarded a total of £5.207m for SEMMMS related minor works schemes. All funding has been apportioned in consultation with our SEMMMS partners either on individual schemes or more generally in conjunction with other complementary works to gain maximum benefit in the form of outputs and outcomes.

### *Local and District Centres*

Development work has taken place on identifying key local and district centres and other major trip generators in order to draw together a strategy to improve their image, local accessibility and hence long term sustainability. Over the two year period the overall strategy development has been completed and work to two local centres was completed at Gladestone Parade and Haybarn Parade both in Wythenshawe. The strategy is explained in more detail in Chapter 3.

Together with the Greater Manchester Passenger Transport Authority SEMMMS also contributed some £950k to the newly refurbished Wythenshawe Forum in providing a new bus/taxi only road through Wythenshawe Town Centre as part of the £23m scheme which is currently being expanded with the "Forum Health", a brand new extension focusing on local health needs due to open in early 2006.

### *Casualty Reduction Schemes*

SEMMMS has supported casualty reduction schemes, particularly in association with local enhancements in the vicinity of schools and along Wilmslow Road through Rusholme High Street – a national pilot road safety scheme.

SEMMMS has also contributed towards reducing the impact of traffic generated by facilities within the area including industrial estates and Manchester Airport. Typical of this work are the two area wide traffic calming schemes introduced in Baguley and Benchill areas of Wythenshawe. Benchill and Baguley are two 20 mph zones which were introduced in addition to a mainstream pilot outside the SEMMMS area (Harpurhey) and led to a decision to prioritise 20mph zones around schools and concentrate casualty reduction at main road hotspots. In the short term this outcome would not have been achieved through main LTP funding. However at the same time it meets SEMMMS objectives of improving the amenity, safety and health of communities, promoting urban regeneration and encouraging community and cultural life of neighbourhoods, and the encouragement of social inclusion.

# South East Manchester Multi Modal Study Implementation Plan 3

## *Travel Panning*

Travel planning and complementary improvements have taken place at six schools and colleges in the area over the two year period. Cycle stands were erected in 2 high schools and a further education college.

## *Cycling*

New and improved cycle facilities meet the objective of SEMMMS. The Fallowfield Loop part of the Manchester Cycleway stretching from Chorlton in West Manchester through Fallowfield and Levenshulme to Gorton and East Manchester was opened during this period. Funded through a partnership of SEMMMS, Sustrans and developer contributions the first section was opened in 2002.

## **Stockport Metropolitan Borough Council 2002 - 2004**

In 2002/3 Stockport received a SEMMMS allocation of £3.425m and in 2003/4 Stockport received a SEMMMS allocation of £5.212m. These monies were used in a variety of schemes including:

The preparation and commencement of major SEMMMS QBC such as improvements of bus stops and bus lanes along Brinnington Route and the commencement of the development of the road scheme.

A number of minor works schemes that were progressed through design and consultation stages in 02/03 and implementation started in 03/04. These schemes included a number of accessibility improvements in district centres, cycling and walking schemes in Edgeley, Adswood and Hazel Grove some of which will support the Intergrated Transport Corridors, and also the reallocation of roadspace to sustainable means. Improvements in accessibility to the rail and bus networks, including the study for the development of Cycle and pedestrian access improvements to Marple Rail Station and the establishment and implementation of community transport plans such as that in Adswood and Brinnington have also taken place.

Maintenance was highlighted as an issue in the SEMMMS study and so money was spent improving the highway and on targeted Streetscene improvements around schools, Local and District Centres and the Town Centre, improving lighting, providing dropped kerbs and maintaining footways and carriageways. An example of this would be the work done on the Adswood Road Gardner Lane junction in the Adswood centre to improve the carriageway and footway surface, parking provision and crossing points.to improve the carrageway od Road Gardner Lane junction in the Adswood centrearple Rail Station and The issue of maintenance was also targeted by improvements in the general maintenance of the network and other Streetscene initiatives for general minor regeneration works.

The 2003/4 period saw an expansion of the 20mph zone concept with further zones put in to place including zones at 5 primary schools. These where done along with the establishment and implementation of school travel plans within 12 primary schools such as High Lane Primary School.

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### ***Tameside Metropolitan Borough Council***

Tameside was awarded £1.34m for SEMMMS minor works in 2002/3. Funding was made available in two tranches for 2003/4. £1.225m was made available in the December 2002 settlement. A further £1.4m was released in October 2003, giving total resources of £2.625m for 2003/4.

These resources allowed the Council to accelerate its programme of 20mph zones and school frontage safety initiatives targeted at improving road safety on the way to school. New programmes were established and developed to start improving key pedestrian routes within the area and deliver street scene improvements at and around the Borough's centres. In particular, 20 mph zones were introduced around schools in Denton, street scene improvements in Denton, Hyde, Mottram and Broadbottom, and improvements to key pedestrian routes in Hyde and Denton. Heritage street lighting was provided in part of Denton town centre.

Street lighting improvements in residential areas were carried out helping to improve road and personal safety. The SEMMMS Strategy identified the need to address the backlog of maintenance required on roads and footways. Accordingly, a programme of footway and carriageway improvements was commenced.

In the second year of SEMMMS funding, the Council developed further new programmes targeted at delivering the SEMMMS strategy. Good progress was made in working with schools to develop school travel plans. During 2003/4 12 primary schools in the SEMMMS area completed agreed travel plans. These schools became eligible for the first round of capital grants from the DfES for on-site works in connection with delivering their travel plans. The implementation of on highway physical measures associated with the introduction of individual school travel plan strategies commenced at 4 schools in 2003/4 although the majority of the works were carried out in 2004/5. This work was planned to be co-ordinated where possible with other initiatives funded from both SEMMMS and mainstream programmes such as the 20 mph programme and school frontage safety and safer routes to school initiatives. Preparation of and consultation on a pilot school travel car sharing initiative was undertaken at 3 primary schools in the SEMMMS area ready for the launch in spring 2004.

Work started on developing cycle schemes at signal controlled junctions which will contribute to the delivery of the SEMMMS cycle network. In addition, a developer funded cycle lane, advanced stop lines and cycle parking were provided as part of a new retail development in Denton. Sites were established for two new automatic cycle counters in order to monitor cycling trends. A programme of improvements to bus stops on feeder routes to the A57 Manchester-Denton-Hyde Quality Bus Corridor, part of the SEMMMS Major QBC Scheme, commenced. A scheme for the upgrading of the taxi rank in Hyde to provide disabled access and an improved passenger waiting environment, together with cycle parking was developed. The taxi rank is adjacent to the bus station in Hyde and the works required co-ordination with the redesign and rebuild of the bus station by the GMPTE. A delay to the bus station scheme resulted in the commencement of work on the taxi rank being deferred to 2004/5.

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It is recognised that inappropriate speed plays a large part in many accidents. The Tameside 'Watchman' schemes that have been introduced are helping to reduce speeds in key areas. The pilot Watchman scheme in Longdendale delivered a one-third reduction in accidents in the zone protected by Watchman over the 30 months following the introduction of the scheme. The two cameras provided at Mottram Moor, which has a 30 mph speed limit, led to only 1% of recorded vehicles exceeding 35 mph. Prior to the scheme this figure was 10%. A pilot study shows that accidents in a zone protected by Watchman were reduced by 33 percent. SEMMMS funding allowed much of the preparatory works to be carried out for the introduction of a Watchman system in Hyde.

Tameside has received Home Zone Challenge funding for the introduction of a Home Zone at Ashton West End. The success of this bid prompted the Council to consider the potential for introducing such initiatives elsewhere in the Borough. Home Zone schemes are very expensive both in terms of the extent of consultation necessary and the works themselves. The availability of SEMMMS funding enabled the Council to develop a further scheme at the Baslow Road area, Haughton Green. Extensive consultation was carried out in 2003/4 with the works starting in 2004/5.

Other works in the SEMMMS area were funded from the mainstream LTP programme and the Council's own resources. These included improvements for pedestrians, safer routes to school works, street lighting improvements, structural maintenance of roads and bridges, provision of a new footbridge and completion of the PRN re-signing project. Improvements were also secured through the planning process and from the SEMMMS QBC major scheme.

Funded by the GMPTE's SEMMMS allocation, the yellow school bus project was expanded into Tameside in 2003/4 at Alder Community High School. The project involved providing a service to a new school that had replaced two existing schools, with the result that some children were travelling further. The service follows on from the Stockport pilot introduced in 2002/3 and has been designed to improve the quality of school services, address safety and security issues and help ease traffic congestion caused by the school run.

### **Progress 2004-2005**

#### ***Cheshire County Council***

Cheshire County Council's 2004/05 LTP Settlement granted a borrowing approval of £1.5m for SEMMMS project work.

#### *Quality Bus Corridors*

Improvement work continued along the Macclesfield/Wilmslow/Handforth QBC. As previously provided along the other QBCs accessibility to the buses has been improved through the raised kerb and shelter provision. In addition improved bus time information and bus stops were also provided.

#### *Highway Maintenance*

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The programme of carriageway resurfacing was continued along the Macclesfield to Poynton QBC. Where appropriate the footways were also resurfaced using the existing natural stone, which provided for a safer passage for walking and a more attractive environment within this conservation area.

### *Use of Road Space*

A highway improvement scheme was completed at Swan Street/Manchester Road junction Wilmslow. It provides for a safer, effective crossing through the junction for pedestrians entering the town from the station and local school.

The design and consultation for the proposed Handforth Town Centre Highway/Environmental Improvement School was completed.

Two pelican crossings were upgraded to puffin crossings in the Poynton area.

### *Safer Routes to School*

Work has continued to improve safety along school routes and included the provision of a footway to Alderley Edge Girls School and improvements to the footway surfacing for the Gorsey Bank 'walking bus', Wilmslow.

### *Major Road Development*

The joint authority design process continued during this period with environmental assessment, traffic modelling, planning application preparation, public consultation and detailed design.

### *Travel Change*

A leaflet detailing safer walking through areas of speed management, principally in Wilmslow was developed.

Work continued jointly with the other SEMMMS partnering authorities to exchange ideas and provide consistency of approach.

### ***Greater Manchester Passenger Transport Authority***

GMPTA was awarded funding of £1.92m for 2004/05. Following the success of the Brinnington pilot yellow school bus scheme, which had become oversubscribed, an additional vehicle was introduced in September along with a new scheme at St Thomas More High School in Denton. In February, further schemes commenced at St Peters RC High School and Wright-Robinson Sports College, Manchester, and at St Annes RC High School in Stockport. A further £9,900 was used to fund the driver training, which is an essential element of the yellow bus package.

Work began on new bus passenger waiting facilities on the A6 in Stockport town centre. The glass and steel elliptical shaped shelter is fully enclosed and larger than an ordinary bus shelter, to cater for the high number of passengers at this location. The shelter will be fitted with CCTV, vandal proof seating, local information and timetable boards, litter bins and public telephones.

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Work also began on extending the Phase 2 Real Time Passenger Information contract (for QBCs funded through the Minor Works programme) to include work on the corridors covered by the SEMMMS major QBC scheme (which did not include the provision of RTPI). This involved: work at shelters in advance of highway works, work at signal installations as they are upgraded and installation of equipment in buses running along the routes.

A scheme was completed at the Palatine Road/Church Road junction, which was a source of delay to buses. It is at the intersection of two of the corridors included in the SEMMMS major QBC scheme (Corridor K - Manchester to Northenden and Airport Corridor G, service route 43). Work at this location was not, however, included in that scheme. The work involved signalling the junction and furnishing it with Selected Vehicle Detection equipment to ease movements to and from the Airport bus corridor.

On-board equipment was fitted to Wythenshawe Local Link vehicles to improve the operation of this Urban Bus Challenge funded scheme. The equipment comprised mobile data terminals so that call centre bookings can be sent straight to the driver and electronic ticket machines to improve monitoring. The improvements allow passengers to book much closer to their journey time and therefore make the service more attractive.

Trapeze booking and scheduling software has been provided to enable the community transport operator, Wythenshawe Mobile, to pilot computer scheduling. This will facilitate operational integration between Wythenshawe Mobile, GMPTA's Ring and Ride and the Wythenshawe Local Link demand responsive service allowing more trips to be made and offering a wider choice of destinations. The integration of Ring and Ride operations with those of other providers is central to the cost effective provision of Integrated Social Needs Transport, which was the subject of a GMPTA/E Best Value Review.

GMPTA also upgraded a number of non-QBC bus stops in Tameside and contributed to the SEMMMS-wide Transport Change study, aimed at further developing the proposals in the original study.

### ***Manchester City Council***

Manchester's SEMMMS minor works allocation for 2004/2005 was £3.495m. Approximately £237k was spent in preparation costs for the SEMMMS Major Road scheme aimed at improving access to Wythenshawe and the eastern section access to Manchester Airport.

### *Urban Regeneration*

As part of the ongoing process of creating vibrant and long term sustainable centres within the SEMMMS area, three further local centres benefited from substantial investment in partnership with ERDF and City Council's highway maintenance funding. Each centre was subject to a complete upgrade of the surrounding environment to provide a safer and more attractive shopping destination. The long term benefits of centre improvements have been described more fully in Chapter 3.

Those treated were:

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- Cornishway shopping parade in Woodhouse Park
- Bowland Road, Baguley; and
- Burnsall Walk, Woodhouse Park - substantially complete.

In addition SEMMMS minor work funding was used to support the QBC works on the A6 through Longsight district centre improving access and reducing the need to travel to alternative destinations.

Northmoor Road, the main distributor serving the highly successful Northmoor Home Zone area benefited from a joint funding initiative with the City Council's Housing Department through the introduction of a series of traffic management measures including a Puffin Crossing and associated traffic calming measures to underpin the increasing prosperity of the area reflected in rising house prices.

### *Use of Road Space*

The Local Safety Scheme programme funded through SEMMMS included Mount Road, South Gorton a major link road between the A57 Hyde Road and A6 Stockport Road fronting two local schools where consultation and the design of a scheme including enhanced pedestrian crossings, traffic calming (with 20 mph speed limits in the vicinity of the schools) and junction improvements was undertaken with a view to physically implementing the scheme in 2005/06.

Three SEMMMMS related cycle schemes were undertaken during 2004/05. These were:

- The Manchester Cycleway, Stockport Branch Canal Link - introducing a cycleway and footway link on the disused Stockport Branch Canal,
- The Altrincham Road/M56 roundabout improved cycling links in the vicinity of the roundabout,
- The ongoing works to the airport's local hub network aimed at increasing the use of cycles as a mode of transport to/from and around the airport. Schemes completed included the Styal Road shared cycle pedestrian route and the signing of "Route 85" between Painswick Park and Wythenshawe Park.

A number of Traffic Management schemes were implemented in the area and included:

- School Lane, Didsbury passing a number of schools (traffic calming);
- Slade Lane, Levenshulme (substantial traffic management features and pedestrian crossings); and
- Upgraded pedestrian crossings on Hyde Road near to Debdale Park.

In partnership with the Wythenshawe Regeneration Team, a two year project has been designed to improve walking and cycling along the "Black Path", linking Manchester Airport with the Wythenshawe Town Centre, serving residents and employment centres as well as three schools. The schools in the area will be offered cycle training through a joint Neighbourhood Renewal Fund/ Manchester Airport scheme to improve road safety and to encourage more sustainable travel in the area. This scheme has been described more fully in Chapter 3.



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In the vicinity of the Sharston Industrial Estate, level pedestrian crossing facilities were introduced on the A560 Altrincham Road roundabout over the M60 replacing the existing subways which are currently being filled.

## *Travel Plans*

With SEMMMS funding a new Manchester Travel Change Team has been set up to drive forward and enable travel change initiatives for schools, organisations, and businesses across Manchester and more especially in the SEMMMS area. The team leads on providing dedicated support for schools and businesses developing Travel Plans. As part of their work a “Safer Schools Task Force” has been formed. Chaired by the deputy Executive Member for Planning and Environment, the Task Force enables a coordinated approach to implementing school Travel Plans alongside a wide range of complementary road safety, health and environmental initiatives. Safer School Task Force members include the Travel Change Team, Education, Health, Environmental Campaigns, Police, Manchester’s Road Safety Team and Engineering Services. One of the early remits of the group has been to establish a prioritised list of schools based on accident statistics, which lie mainly within the SEMMMS area.

As part of a previous programme of works several schools within the SEMMMS area were already introducing School Travel Plans/Safer Routes To Schools which were taken forward in conjunction with the Travel Change Team. For example engineering measures were implemented at Sandilands Infant and Junior School (Brooklands) and St. Paul’s C.E. Primary (Withington). Other schools, such as Ladybarn Primary School, St. Peter’s High School and Broad Oak Primary School worked in partnership with the Travel Change Team on the introduction of Safer Routes to School schemes with a view to implementing measures in 2005/06.

The accelerated introduction of School Travel Plans and Safer Routes to School projects within the SEMMMS area which meet many of the SEMMMS objectives in respect of safety and health and protecting the environment would not have been possible without this source of additional funding.

## ***Stockport Metropolitan Borough Council***

In 2004/5 Stockport received a SEMMMS allocation of £6.96m. This was used for a variety of schemes including;

- The continuing development and preparation work for the SEMMMS New Relief Road Scheme, including design, environmental assessment and public consultation and participation.
- Continued reallocation of roadspace: including work to improve the Middlewood Way – a valuable cycle pedestrian route through the Borough utilising a former railway track, work on the Council’s network of identified key walking routes and implementation of cycle schemes on the Council’s Strategic Cycle Network.
- Work started on the implementation of the Marple Multi-User Trail, which aims to deliver a safe route away from busy roads, linking Compstall, Marple / Rose Hill and Stockport Town Centre. It is intended that this will be an extensive facility for walkers, cyclists, disabled

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users and horse riders, and will integrate with other similar strategic routes, such as the Middlewood Way and the Trans Pennine Trail.

- Transport change schemes: A number of travel planning initiatives were progressed. The Council's Green Travel Co-ordinators are using SEMMMS funding to work with businesses in two specific areas of the Borough that have accessibility or congestion problems:
- On Bird Hall Lane, Adswold, the Council is working with local businesses to develop and establish a Transport Working Group based around businesses situated on Bird Hall Lane. Five core businesses are now involved and the aim is to work together to improve overall transport situation. This includes working towards an area wide travel plan for Bird Hall Lane. This work forms a cohesive approach to addressing the areas transport problems when taken in conjunction with another SEMMMS project – the Bird Hall Lane Pedestrian and Cycle Improvement Scheme.
- At Bredbury Industrial Estate – the Council is working closely with businesses on the estate and is currently involved in 3 separate travel plan developments. The ultimate aim is to, as above, produce an area wide travel plan. However, the Council is also heavily involved in the "Bredbury Triangle" where extensive car parking problems are were being experienced. A feasibility report on this "Triangle" was undertaken. A combination of infrastructure improvements and Green Travel plan implementation have complimented each other to reduce vehicle access problem in the area.
- In addition, Stockport is continually working to try to reduce the school travel burden on the road network. In 2004/5, it was important as a number of primary school closures are planned. SEMMMS funding has been utilised to ensure that travel patterns are understood, and that changes in those patterns as a result of the closures are dealt with in the best possible way. In addition, resources were dedicated to improving cycle facilities in schools across the Borough, improving school crossing patrol provision and the creation of better walking routes to schools.
- A number of urban regeneration schemes were also progressed in line with the SEMMMS strategy. The Council is continuing its programme of accessibility improvements to district and local centres, including improvements to pedestrian routes and crossings, street lighting, car parks, and access to stations.

### ***Tameside Metropolitan Borough Council***

Funding of £2.625m was provided for SEMMMS minor works in Tameside in 2004/5. Funding in 2004/5 was supplemented by slippage of resources brought forward from 2003/4. The programme of works implemented is summarised below.

- Transport Change: Works to implement on-highway measures associated with school travel plans agreed in 2003/4. Work with schools continued to develop further school travel plans with agreed plans being put in place at a further 11 schools during 2004/5. Initial consultation has taken place with 14 private sector companies with the aim of securing the delivery of workplace travel plans.
- Urban Regeneration: . A scheme for the upgrading of the taxi rank in Hyde to provide disabled access and an improved passenger waiting environment, together with cycle parking was implemented. The taxi rank is adjacent to the bus station in Hyde and the works required co-ordination with the redesign and rebuild of the bus station by the GMPTE

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that was completed in late 2004. A delay to the bus station scheme resulted in the commencement of work on the taxi rank being deferred from its originally programmed date of 2003/4. Improvement works at Clarendon Street commenced during 2004/5 and will be completed in 2005/6. These works will complement the rebuilding of the bus station and the taxi rank improvement.

- Two substantial new retail developments opened in Denton town centre during 2004. Environmental improvement works designed to assist the revitalisation and regeneration of the traditional shopping areas in the town centre started towards the end of 2004/5 and will be completed early in 2005/6. Further improvement works to the core of the town centre are planned over the next 2-3 years. Street scene improvements were also carried out in town and local centres.
- Bus: Bus stop improvement works continued on feeder routes to the Quality Bus Corridors. These provided an enhanced waiting environment and easier access to buses through the provision of raised kerbs. A total of 68 bus stops were improved during 2004/5, 27 in Haughton Green, Denton and 41 in Hyde.
- Use of Roadspace: A programme of cycle parking provision at town centres and other important trip attractors has been established. The locations for cycle parking at town centres in the SEMMMS area have been agreed with the Tameside Cycle Forum and disability groups. Stands have been purchased and were installed early in 2005/6. Facilities were improved at 8 signal controlled crossing locations in Denton and Hyde to provide enhanced access for disabled people. The programme of improving key pedestrian routes linking residential areas to town and local centres continued with works on 4 routes in Hyde and 3 in Denton. Following speed surveys further traffic calming features were introduced in existing 20mph zones schemes. These schemes are targeted at improving safety in the vicinity of schools. Expenditure was also incurred on equipment to further extend the successful Watchman system including variable message signs targeted at areas around schools. Consultation on the proposed home zone in the Baslow Road area of Haughton Green was carried out in 2003/4. Works commenced early in 2005 and were nearing completion by the end of March 2005. Expenditure of around £500K was incurred during 2004/5. SCOOT is being introduced at signal controlled facilities throughout Denton town centre, funded by a combination of Tameside's SEMMMS allocation and the PTA's SEMMMS QBC major scheme. The works started early in 2005 and were completed later that year. The scheme is expected to improve the efficiency of the road network in this congested location providing benefits for buses in particular.
- Footways, Carriageways and Street Lighting: Substantial funding was incurred on the continuation of works to address the maintenance backlog on local roads footways and carriageways. Street lighting improvements to improve road and personal safety and reduce crime and the fear of crime were carried out.

## 2005/6 Programme

### *Cheshire County Council*

Cheshire County Council's 2005/06 LTP settlement granted a borrowing approval of £1.29m for SEMMMS project work.

### *Highway Maintenance*

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With a reduction in the settlement the improvement work along the Handforth-Wilmslow-Macclesfield, Bollington-Poynton and A523, Poynton to Macclesfield Corridors could not be completed at this stage. Though there will be the opportunity to complete improvements in Disley as part of the highway improvement scheme.

Unfortunately, the reduced settlement meant that the extent of maintenance work proposed along Styal Road was reduced. However, the resurfacing work as programmed along the Macclesfield to Poynton Corridor did continue and a further phase of that work has been completed.

### *Use of Road Space*

Following the successful completion of the works in Prestbury, similar improvements were commenced in Handforth, with safety, access and environmental measures. The scheme was developed in close consultation with the local community. The scheme started on site in January 2006 and should be completed in May 2006.

### *Safer Routes to Schools*

The provision of Safer Routes to School projects continued to utilise the recommendations of the consultant's report from the school survey carried out in 2003. They provided for improved safety for parents and children travelling to school and formed an integral part of the school travel plans.

### *Scheme Development*

The delivery of the major highway schemes recommended under SEMMMS is a key element of the Study's strategy. In conjunction with the Stockport and Manchester authorities considerable progress has been made, culminating in a joint-authority Annex E appraisal submission. The Minister's request that the highway authorities undertake development work on the package of major schemes recommended in SEMMMS has been acted on, with considerable liaison with the DfT. Along with the significant level of design and appraisal work carried out, consultation on proposals has been a major feature of the 2003/04 work. Clearly the success of the Annex E submission will determine the future progress of work on the schemes, but the authorities are working to the delivery of the schemes in accordance with that considered in the SEMMMS recommendations. This would include the submission of a planning application in 2007 and significant support will be necessary. In addition an expression of interest for PFI has been prepared. The Council intends to take forward the development of the other major highway scheme identified in SEMMMS – improvements to the A523 between Poynton and Macclesfield.

### ***Manchester City Council***

Manchester's SEMMMS minor works allocation for 2005/2006 was £1.581m. This was against a bid of £3.495m. Out of this £162k was allocated to bring forward the SEMMMS Major Road scheme.

A summary of the approved programme is described below:

# South East Manchester Multi Modal Study Implementation Plan 3

## *Urban Regeneration, £455,000*

- Ongoing improvement work continued to secure the long term viability of neighbourhood centres. Several have been identified but with reduced funding for 2005/06, works was limited to Northenden and Longsight with a total allocation of £100k. Works to Longsight supported the second phase improvements of the joint PTE/SEMMMS initiative to support the A6 Stockport QBC corridor through the centre.

## *Buses*

- £136k was allocated to support bus measures in the Chorlton area following the completion of the Chorlton District Centre QBC scheme to mitigate against potential rat running.

## *Use of Road Space £353,000*

- Work continued to finalise the implementation of the Mount Road Safety Scheme highlighted in the 2004/05 programme.
- The next phase of the Black Path was rolled out as part of the Wythenshawe Open Spaces Strategy, which aims to improve walking and cycling facilities to residential local and employment areas.
- Cycling facilities were further improved in Wythenshawe and Mersey Valley, as part of the city wide cycling strategy. Improvements to cycle links within the airport continued as described in the 2004/05 progress report.
- The first phase of the Wythenshawe Signing Strategy (£75k) was implemented, which consisted of enhanced advance direction signing for vehicles and other users such as pedestrians and cyclists.

## *School Travel Plans and Behavioural Change £325,000*

- The planned roll out of School Travel Plans across the SEMMMS area continued in 2005/06. To date seven schools have reached “Stage 2” level with data on each collected for analysis and a further 18 schools were identified for the introduction of engineering measures during the year.

## ***Stockport Metropolitan Borough Council***

Funding of £3.14 million was made available to Stockport borough council SEMMMS measures in 2005/6. The funding was used to implement the following types of schemes:

### *Travel Change*

- Work continued on the development of school travel plans with schemes to encourage cycling and walking as modes of travel to school this included the WOW (Walk Once a Week) and walk to school week promotional activities as well as the setting up or reinvigoration of park and stride schemes where possible supported by the improvement of cycling infrastructure supported by the improvement of cycling infrastructure . The

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council's also continued to improve the safety of children around the school site, planning for the investigation and implementation of 20mph zones where necessary.

- Work on other travel plans area wide continued with planned pedestrian and cycle improvements in the Bird Hall Lane employment area and work continued on the Cheshire Sports travel plan to reduce the congestive effects of events at the Edgeley Park Stadium.

### *Urban Regeneration*

- Accessibility has been a key target for improvement in Stockport and work continued to be implemented during this period with work being completed on Edgeley District Centre and phases 1 and 2 of the improvements to the Market area of the town centre also being carried out. The continued monitoring and investigation of the needs of the other larger local centres also took place.

### *Road*

- Work on the development of the road scheme continued in order to ensure the ability to act swiftly when the results of the Annex E submission comes through. This included work on the consultation tender for the road scheme, preparatory work for the planning application, the continued refinement of designs for the scheme in relation to the findings of the ecological study and consultation and geological survey and updating modeling information.

### *Bus*

- The development of Integrated Transport Corridors to complement the work programmed for the SEMMMS QBC major schemes continued with improvements to the Reddish and Urmston Integrated Transport Corridors (ITC) corridors programmed for implementation.

### *Rail*

- Work in and around the rail development zones also continued in this period with plans over the SEMMMS programme to improve conditions for walking, cycling, parking and public transport interchange conditions in the SEMMMS area. One such scheme in Stockport was the improved access to Marple Station via Marple Memorial Park.

### *Roadspace reallocation*

- The program of roadspace reallocation continued with schemes identified by network audit to improve safety and with the planning and implementation of pedestrian and cycle infrastructure on principle routes in the network.
- Work on the signing strategy continued as well as the implementation of directional signs in and around local centers.
- The development of cycle routes including the expansion of local networks continued along with the development of the Marple – Stockport Multi User Trail and the improvements to drainage and surfacing taking place on the Middlewood Way between Stockport and Macclesfield.

### *Maintenance*

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- Maintenance of the highway and structures remained key to the delivery program with funding targeted at carriageways and footways including the urban public rights of way,
- Stockport continued to work with the other SEMMMS authorities to develop joint programmes including the travel change programme, joint information e.g. the annual SEMMMS Newspaper and a rigorous monitoring programme to ensure that the schemes are helping to achieve the SEMMMS targets and objectives.

### ***Tameside Metropolitan Borough Council***

Funding of £1.188M was made available to Tameside for 2005/6 for the continued implementation of the SEMMMS strategy. This amounted to a 55 percent reduction in the available resources compared with the two previous years. The scale of the reduction in funding created serious difficulties for Tameside in delivering the strategy set out in this document. In particular, it was not possible to implement all the planned measures agreed in school travel plans, or make the progress in introducing 20 MPH zones and measures to assist town centre regeneration, pedestrians, cyclists and people with a disability that was required in order to achieve the strategy outcomes desired. Spending on capital maintenance was severely curtailed and the maintenance backlog increased.

The programme of works which was planned for the period is summarised below

- **Transport Change:** Work continued with schools to introduce new school travel plans and to implement the measures identified in school travel plans agreed in 2004/5. As stated above however, the number of measures introduced was lower than planned because of the reduced funding made available. Follow up the discussions were held with 14 companies in 2004/5 to agree workplace travel plans.
- **Urban Regeneration:** Works in Denton town centre to improve the traditional shopping core and complement private sector retail development started in 2004/5 and were completed in 2005/6. Street scene improvements were carried out in town and local centres.
- **Bus:** Bus stop improvement works continued on feeder routes to the Quality Bus Corridors. These provided an enhanced waiting environment and easier access to buses through the provision of dropped kerbs.
- **Footways, carriageways and street lighting.** This area of work was particularly hit by the reduced funding. In order to maintain something approaching a meaningful programme in other work areas the spend in 2005/6 on these essential works was at a level less than 25 percent of the 2004/5 expenditure.

### ***Greater Manchester Passenger Transport Authority***

Funding of £0.868m was allocated to GMPTA, and the programme for 2005/06 comprised of:

#### *Demand Responsive Transport Schemes (£75,000)*

- A number of measures to improve accessibility :
- A replacement accessible MPV was acquired for the Broadbottom/Mottram/Stalybridge shared taxi service, which carries 13,250 passengers p.a. (the original vehicle had covered

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over 250,000 miles. By using SEMMMS funding to purchase a vehicle, tender prices for the service will be reduced and more efficient use made of revenue funding).

- The provision of additional on or off-vehicle ticketing, software and communications equipment facilitated the expansion of the Trapeze experiment within Manchester/ Wythenshawe Integration Projects, including any further expansion of the DRT Call Centre and its associated Mobisoft equipment including internet booking. The equipment provided comprises of workstations, telephones, vehicle units, software and hardware
- The conversion of Point 2 Point Community Transport and Local Link depot premises, Hattersley provided facilities for a community transport provider to enable them to provide services in areas of low demand. It involved the conversion of existing office to create MIDAS driver training room, the creation of new office at mezzanine level and provision of associated equipment

### *Yellow School Buses ( £460,000)*

- Two buses were provided for Cedar Mount High School, Gorton, Manchester, at a cost of £280,000. They replaced existing school bus services where there have been regular and serious incidents of anti-social behaviour, including a fire on a bus. Due to ASB the operator had threatened to withdraw the service, which would result in a walk of 1 mile to the nearest main road, a 2 bus journey and transfer the problem to ordinary service buses, involving a journey via the centre of Manchester, possibly resulting in non-attendance by a minority of students. A further bus was introduced at Longdendale High School, where there have also been serious incidents of anti-social behaviour on the existing school bus service. Parents were concerned about the safety of their children due to the ASB and had or were threatening to remove their children from the service and take them in the car. The cost of £180,000 includes £40,000 to improve the existing bus terminus at the school.

### *Rail measures (£138,000)*

- This focused on station improvements. In advance of the outcome of the rail study referred to earlier, a number of 'quick win' schemes, consistent with GMPTE's Rail plan, were pursued. These were focused on safety and security at stations (in accordance with GMPTE's Safety and Security Best Value Review), accessibility (in accordance with GMPTE's Best Value Review of Accessibility and the requirements of the Disability Discrimination Act) and information

### *Real Time Passenger Information (£110,000)*

- This provided match funding for the ERDF funded ITIS project, to develop a pilot project integrating GMPTE's Journey Planner, Real Time Passenger Information and SMS messaging systems with information systems at Manchester Airport. The aim is for air travellers to receive real time travel information for their onward journey to key destinations via their mobile phones. They would input flight details before leaving home and receive the messages automatically on arrival. The funding was used to pay for hardware such as display screens and on-bus equipment.

### *Information at Interchanges (£65,000)*



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- This was for accelerated provision of information at interchanges in the area, in line with GMPTE's Interchange strategy.

## Joint Initiatives

### ***SEMMMS Consultation and Information Strategy***

Following on from the successful consultation newsletters distributed throughout the SEMMMS area during the study period, the partner authorities have continued to produce annual newspapers updating the public on progress with the SEMMMS strategy. The latest of these – SEMMMS 6 – will be produced in Spring 2006.

## Major Scheme Progress

### ***Quality Bus Corridors***

#### *2002/3 & 2003/04*

- The scheme, to implement QBC treatments on 12 corridors, including routes serving the airport, was fully accepted in July 2003. Work in 2002/03 and 2003/04 focused on project planning and detailed scheme development along with a small number of specific schemes in Manchester and Stockport. The development of schemes to implementation stage took longer than had originally been anticipated and a revised spend profile, with a project end date of March 2008 was agreed with DfT in June 2004.

#### *2004/05*

In 2004/05 we progressed the following specific schemes:

#### *Manchester*

- The final elements of the £2M Rusholme safety and regeneration scheme jointly funded by contributions from the DfT, the City Council, ERDF and the QBC budget (£398k in 2003/04) were completed.
- Construction work started on the Chorlton District Centre scheme involving the provision of improved pedestrian crossing facilities, short stay parking servicing laybys, sections of bus lane, upgrading of bus stops, improved cycle facilities and local traffic management measures.
- The Parrs Wood scheme began in March 2005 and involves the signalisation of a junction, providing a peak period bus lane, increasing the capacity of bus facilities at the Parrs Wood Entertainment Centre to reduce queuing back onto the A34, and providing a pedestrian phase at signals. At nearby Kingsway/Mosely Road/Birchfields Road a bus lane is being extended, parking bays provided to stop parked cars from blocking bus stops and a signalised pedestrian crossing provided.
- Didsbury Village A "Problems and Issues" consultation in Didsbury Village was undertaken and a package of potential modifications is now being developed.
- A scheme to rationalise the operation of the Hyde Road/Mount Road/Kirkmans Hulme Lane junctions has been designed.

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### *Stockport*

- The Bridgefield Street scheme was substantially completed just before Christmas 2004 and has successfully addressed the following problems: traffic congestion around car parks; delays to the bus services; poor access for all vehicles, pedestrians and those with disabilities and the run down and unattractive appearance of the area.
- Proposals to create a dedicated route for buses only through the southern side of the busy Portwood roundabout are continuing to be developed.
- Work started in January 2005 to introduce a length of bus lane on Lancashire Hill, upgrade the bus stops and the footway build-outs to a signal controlled pedestrian and horse crossing facility.
- Following consultation, work began on three sections of Reddish Road including a review of the Traffic Regulation Orders, introduction of loading bays, alteration to the signals and crossings.
- Junction improvements in Shaw Heath (Greek Street to Lowfield Road) have been completed, but the scope of the remaining works has been revised and they will be completed in 2005/06.

### *Tameside*

- Development work is continuing on the A57 Manchester Road North and South between the Seymour Street and Oldham Street junctions. However, work began on upgrading and improved linking of traffic signal installations on Hyde Road between Crown Point and the M60/M67 junction and on the Denton sections of Ashton Road and Stockport Road.

### *Trafford*

- A phase 1 public consultation exercise started in Stretford District Centre at the end of March 2005.

### **General**

- A programme of bus stop improvements across the whole SEMMMS network is underway.

### *2005/06 programme & future years*

The schemes featured in each district's programme for the funding allocation of £5M are:

- **Manchester:** Schemes at Chorlton District Centre and Barlow Moor Road/Mauldeth Road/Hardy Lane will be completed, along with those at Parrs Wood and Kingsway/Moseley Road/Birchfields Road. A small scheme will be completed on Oxford Road and bus stops improved on Reddish Lane. A start will be made on the Hyde Road/Mount Road/Kirkmanshulme Lane junction modification, the Didsbury Village scheme, and a section of Birchfields Road. Development work will be undertaken for the Manchester to Northenden corridor, primarily in the vicinity of the Higher Education Precinct.
- **Stockport:** The Lancashire Hill and Shaw Heath schemes will both be completed and those along Reddish Road and Gorton Road will be substantially complete. A bus link road

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through Portwood Roundabout is planned to start early in 2006, following consultation. Phase 1 consultations will take place on the Stockport sections of the Stockport to Urmston and Stockport to Hyde Corridors and development studies will be undertaken for the Travis Brow/M60 junction and the A560 through Bredbury and Woodley with a view to identifying potential schemes for the 2006/07 programme.

- **Tameside:** The Denton SCOOT works will be completed. Consultation will take place on the A57 Manchester Road scheme proposals and detailed design with a view to a construction start early in 2006/07. A Hyde Town Centre Study has been commissioned to inform the development of schemes in the 2006/07 programme.
- **Trafford:** Consultation, detailed design and contract preparation will be undertaken for Stretford District Centre (the junction of the A56 "Topslice" Corridor and the East-West Stockport to Urmston SEMMMS corridor). There will also be a development study for the Kingsway to Urmston Lane section in Stretford to inform the 2006/07 programme.
- The bus stop improvement programme across the whole SEMMMS network will continue

## ***Alderley Edge Bypass***

- Cheshire County Council is pursuing work on the Alderley Edge and Nether Alderley Bypass. Although a part of the SEMMMS recommended strategy, it is at a more advanced stage of progress than the other SEMMMS major road schemes, already having funding approval in principle from the DfT. The scheme was granted planning approval in 2003 and detailed work on several aspects has been progressed.

## ***Denton Interchange***

- The SEMMMS report acknowledges that the M60/M67/A57 Denton Interchange is, and is forecast to remain, one of the most congested locations in the SEMMMS area. A remodelling of the junction forms part of the strategy and the Highways Agency is currently developing a proposal with regard to this. This approach is endorsed by the North West Regional Assembly.

## ***SEMMMS New Relief Road Scheme***

- The genesis of SEMMMS was the withdrawal of the A6(M) Stockport North/South bypass, the Poynton bypass and the Manchester Airport Eastern Link Road from the national strategic roads programme as part of the 1998 trunk road review. SEMMMS recommended that these roads now be constructed as two-lane dual carriageways with largely at-grade junctions, rather than as motorways, as previously proposed. Development work is currently being carried out on this project at the Minister's request, and lies outside the partner authorities' LTP settlement. Detailed discussions are ongoing with the Department for Transport on the technical progress of work and a range of financial issues.
- The protected corridors for the new roads run principally through Stockport Borough, though parts enter both Manchester City Council and Cheshire County Council's areas. Hence, the SEMMMS New Relief Road Scheme, as it is now called, is being progressed jointly by the three authorities, with Stockport as lead authority.
- The scheme has been being developed by the three partner authorities (Stockport Metropolitan Borough Council, Cheshire County Council and Manchester City Council)

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since the publication of the approval of the SEMMMS strategy by government in March 2002. Work undertaken to date is summarised in the following table:

Scheme design	<ul style="list-style-type: none"> <li>• The three authorities have led on the design of route and junction options as follows:</li> <li>• Bredbury to Bramhall: Stockport</li> <li>• Wilmslow Road to Manchester Airport: Manchester/Cheshire</li> <li>• Poynton bypass: Cheshire</li> </ul> <p>Two options were taken to public consultation in 2003/4 at most of the junctions on the route, and for the routes of the Poynton Bypass and the section linking to the airport.</p> <p>Detailed design is in progress following completion of the 2003/4 consultation in preparation for a further stage of consultation in early 2005.</p>
Environmental Assessment	Stages 1 and 2 completed. Stage 3 is in progress.
Public consultation	<p>A major public consultation was undertaken between October 2003 and January 2004 in order to seek public opinion on a number of issues regarding the road, and also to raise public awareness of the scheme. Feedback is being supplied to the public via a dedicated website, and through the SEMMMS newspaper</p> <p>A further stage of public consultation is being progressed.</p>
Traffic Modelling	Extensive traffic modelling has been undertaken, as well as surveys of rights of way usage on those rights of way which cross the route. The results of this informed design of junction options, and public consultation. Modelling is ongoing as the scheme progresses. Updated information on Traffic Modeling was submitted in July 2005.
GOMMMS Assessment	Consultants were appointed and have undertaken a comprehensive assessment of the scheme against Guidance on Methods of Multi Modal Studies (GOMMMS) guidance.
Annex E submission	Following meetings with DfT officials, an Annex E submission, setting out the authorities' state of readiness to proceed, was submitted in July 2004.
Land issues	The partner authorities contacted landowners whose land may be directly affected by the scheme prior to the 2003/4 consultation. Officers continue to meet with landowners on a regular basis.
Complementary Measures	Faber Maunsell was appointed to assess complementary measures which might be undertaken on the existing highway network within the SEMMMS area in conjunction with the building of the SEMMMS New Relief Road Scheme. This work includes:

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	<ul style="list-style-type: none"> <li>• 1. Reallocation of roadspace on relieved roads</li> <li>• 2. Measures to mitigate any “rat runs” that may arise as a result of changing traffic patterns following the opening of the new road.</li> <li>• 3. Measures designed to alleviate congestion at locations where traffic may increase as a result of the construction of the new road.</li> </ul>
PFI Preparation	An expression of interest for the SEMMMS New Relief Road Transport Public Private Partnership was submitted in July 2005 with an addendum supplying additional information in September 2005.
Regional Prioritisation process.	The SEMMMS New Relief Road Scheme was recognised as a priority by the Greater Manchester and Regional Prioritisation Process in Autumn/Winter of 2005/6. The Regional Prioritisation Process recommended that some advanced funding be made available to the scheme to allow preparation work to commence before the PFI agreement was completed.

Some of the SEMMMS funding allocated to date has been used to support the development of the SEMMMS New Relief Road Scheme. It is anticipated that this will continue whilst the scheme development continues.

A number of meetings have been held with Department for Transport officials to explore this issue and a preparatory cost bid will be made at the appropriate time in accordance with the revised guidelines.

Department for Transport officials requested details of the preparation costs issues as a separate complimentary document to be provided with the Annex E submission in July 2004.

However, the three Local Authorities involved in the SEMMMS New Relief Road Scheme all support the SEMMMS strategy and are directing their own resources to its implementation. These are, however, totally insufficient for the size and scale of the road scheme which clearly only forms one element of the overall strategy that they are implementing.

The three local authorities requested by the Department to develop the road scheme are greatly concerned about the development costs of this significantly large, former Highways Agency, scheme. The authorities emphasise the need for assistance.

## 3.11 2006/7 Programme and Future Implementation

### Overview

The 2006-7 programmes are included in the Second Cheshire and Greater Manchester Local Transport Plans. This will enable the delivery of the SEMMMS programme and progress to be maintained towards the achievement of the SEMMMS targets. Momentum and capacity to deliver has been built up since the strategy was accepted and improvements are starting to become apparent in the area. The following sections provide more information on the proposed schemes by each of the SEMMMS authorities to deliver the SEMMMS objectives in a

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co-ordinated manner. For convenience and clarity the programmes are discussed by authority, although the authorities meet and discuss these co-ordinated programmes regularly and are all utilising similar strategies, learning from each other to deliver effective schemes for the area and addressing local problems.

### ***Cheshire County Council***

Cheshire County Council will continue to provide improvements to address the transport issues and problems within the SEMMMS area. These improvements will utilise the achievements to date under previous SEMMMS programmes to continue and complete some of the initiatives and network treatments. This will provide an effective transport strategy in keeping with the SEMMMS objectives and the Local Transport Plan.

#### *Quality Bus Corridors*

Improvements to Public Transport will continue along the Quality Bus Corridors. The installation/upgrade of bus shelters and provision of the raised 'Kassel' kerbs to the bus stops will provide the infrastructure improvements. In addition it is proposed to investigate improvements to the information systems available and this should include 'Real Time' information provision. A pilot study is to be undertaken along the A6 during 2006/07.

#### *Highway Maintenance*

A highway maintenance programme will continue with further provision for a joint approach along the Quality Bus Corridors. Improvements include resurfacing/reconstruction of carriageways and footways. These have already been undertaken along the Macclesfield-Bollington-Poynton and Wilmslow-Macclesfield corridors. This approach has the benefit of maximising the benefit/outcome of the Public Transport improvements. In addition it will encourage greater use of the walking/cycling modes of transport along these routes. The route to the airport along Styal Road, Wilmslow, will also be completed.

#### *Use of Road Space*

It is proposed to provide environmental/highway improvements to towns, villages and local centres within the SEMMMS areas. These will include Poynton, Disley and Alderley Edge. These improvements will address accident reduction, safety, accessibility, security, safer routes to school, street lighting, cycling/walking route provision and pedestrian crossing provision/upgrade. In addition use of attractive materials and planting in the projects will enhance the environment for residents. It will also contribute to the economy by attracting visitors and shoppers strengthening these district centres. These measures will form part of the complimentary measures for the major schemes.

It is proposed to continue the development and improvement of cycle routes across the SEMMMS area. In addition it is proposed to investigate the provision of cycle parking in towns and railway stations. This will provide a greater range of travel choice and linkages to other forms of transport.

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During the 2009/10 and 2010/11 years it is proposed to investigate and implement other highway/environmental improvements within the SEMMMS area. This may also include the further provision of pedestrian crossings and speed management measures.

Home Zones can provide significant benefits to residents and the local community. The location has yet to be agreed, but if a suitable site can be agreed and adopted with local residents a Home Zone project will be developed. It will provide measures that meet the SEMMMS objectives for enhanced environment, safety and accessibility improvements and promotion of the integration of various modes of transport.

### *Safer Routes to School*

Work will continue to improve safety along routes to school. School travel planning will continue with a target that all schools within the SEMMMS area will have school travel plans by 2009. Engineering measures will be investigated and provided to support the travel planning process. This could include pedestrian (Puffin) crossings, provision and improvements, footway improvements, signs and lines and speed management.

### *Travel Change*

The use of the sustainable transport modes will continue to be promoted and marketed. It is also proposed to develop a programme of personalised travel planning with the local communities. The development and improvement of Quality Bus Corridors, cycle tracks, cycle parking, footways and pedestrian crossings will all help in the travel plan process. Joint working will continue with the other partnering authorities to share best practice and encourage a consistent approach across the SEMMMS area.

### *Scheme Development*

The success of the Annex E submission will enable the future progress of work on the major schemes. This will include the development of the other major scheme identified under SEMMMS – the improvements to the A523 between Poynton and Macclesfield.

### *Monitoring*

The 'outcomes' of projects will be monitored and reported as part of the agreed monitoring strategy.

### *Consultation*

A thorough consultation process will be undertaken for the projects of CCC's future programme. This will be carried out at a local level and all consultees given the opportunity to contribute to the development and design of the projects.

### ***Greater Manchester Passenger Transport Authority***

GMPTA will continue a number of existing programmes:

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### *Bus stop Upgrades*

The major QBC scheme does not extend full QBC treatment to the Airport routes. This programme involves upgrading the bus stops to QBC standard, including the provision of shelters, raising of kerbs, provision of tactile paving etc in accordance with GMPTE's design guidance

### *Information*

We will accelerate the provision of electronic information at interchanges, in line with GMPTEs Interchange Strategy

### *Interchanges*

We will improve rail stations on the Airport line, particularly focussing on the central themes of GMPTE's Railplan, namely safety and security, accessibility and information. In line with our approach of bringing forward schemes where we can add value to investment by others, we plan to build on the platform works that Network Rail has planned for these stations.

### *School Buses*

We will make improvements to school bus services, eg purchasing additional Yellow Buses. Existing schemes have shown that where a high quality service is provided, parents are more likely to allow their children to travel to school by bus rather than by car, thereby reducing congestion in the peak

### ***Manchester City Council***

For 2006/07 and beyond Manchester's allocations will continue to be used to deliver a programme of SEMMMS related initiatives, although with reduced funding levels compared to earlier years it has been necessary to considerably cut back on planned commitments especially for some of the more resource intensive joint initiatives. Whilst still awaiting the go ahead to construct Metrolink to Wythenshawe and Manchester Airport, Manchester City Council, Greater Manchester Passenger Transport Authority and Wythenshawe Hospital are to consider ways of improving public transport links to and within Wythenshawe Hospital.

Manchester will concentrate efforts in the provision of School Travel Plans and Safer Routes To School within the area and continue the development of business and community travel plans through the dedicated SEMMMS Travel Plan Team.

In addition SEMMMS will focus on town, local and neighbourhood centres, including employment and regional facilities where there is considerable potential for the "walk in catchment" together with bus and cycle access for longer trips. Improving the attractiveness of these centres and links to them will help to sustain and grow the services they offer, which, in turn, will reduce the need to travel for those services outside the area, thus contributing to greater social inclusion and local environmental betterment.



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The main trip attractors and centres in the SEMMMS area of Manchester comprise a mix of district centres, business and industrial locations and key regional facilities including:

- District Centres: Rusholme; Longsight; Levenshulme; Fallowfield; Withington; Didsbury; Northenden and Wythenshawe Town Centre.
- Industrial and Business Centres: Sharston and Roundthorn Industrial Estates and Manchester Business Park.
- Key Regional Facilities: Manchester Airport; South Manchester University Hospital (Wythenshawe)

As discussed elsewhere priorities for district centre image and access improvements will be informed by the City's emerging Retail Strategy, area based Strategic Regeneration Framework, the timing of environmental proposals funded through regional or EU regeneration budgets and through major QBC proposals as many of the retail centres lie on QBC routes. Where possible SEMMMS funding will be used to complement and integrate with other funding streams to enable the delivery of more integrated and holistic schemes.

Longsight, Levenshulme and Withington district centres have already benefited from QBC investment in bus priorities and associated cycle routes and commercial business servicing enhancements. SEMMMS will enable the continuation of improved pedestrian routes between residents living off the treated main roads and QBC routes and fund measures to protect adjacent residential areas from rat running traffic, displaced by taking highway capacity away from motorists.

The City Council recently approved a Strategic Regeneration Framework (SRF) for Central Manchester covering the wards of Ardwick, Longsight, Hulme, Moss Side, Rusholme and Gorton North and South. The SRF is a comprehensive plan which will guide both investment, including SEMMMS and other related funding regimes and the improvement of service delivery to the inner city communities over the next 10-15 years. Key challenges will be to connect communities which experience relatively high levels of deprivation with the opportunities to improve skill levels and gain higher paid employment. It is also important that good transport links are available to connect communities with the main economic drivers in South Manchester, not just the City Centre and the Airport, but also the Universities, Central Hospitals and the new Central Park in East Manchester. For this reason improved East / West links are seen as crucial to the support of the local economy. The area also presents challenges in terms of environmental quality and the SRF will help guide investment into these key areas for improvement.

The Wythenshawe Regeneration Framework document will help to guide and inform future development in the area. Further work is being undertaken through a Masterplanning Study for Wythenshawe Town Centre. This will result in a recommended framework for the main retail area within Wythenshawe including issues surrounding walking, cycling, public transport and the bus station and links with Metrolink.

Many of the recommendations from both studies will complement and underpin the main objectives of SEMMMS.

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The Airport and Wythenshawe Hospital represent major job opportunities for south Manchester residents. Both impose a considerable traffic burden on the immediate neighbourhood, in recognition of which they have ongoing and active travel plans in place to promote car sharing, public transport, walk and cycle trips to work. The Council is working with both organisations to ensure that strong cycle and pedestrian route networks will continue to be improved linking them to adjacent housing areas, to each other, and to Wythenshawe Town Centre. SEMMMS will mean that comprehensive routes can be put in place and waiting, turn round and information points on bus routes serving them can be improved.

Other highlights for 2006/07 include the completion of the current planned elements of the Black Path and the introduction of the Northenden Linear Route a pedestrian / cycle route linking Northenden with the Mersey Valley and providing the backbone of future leisure and health opportunities within the area and further QBC support measures for the SEMMMS major QBC

### ***Stockport Metropolitan Borough Council***

Stockport Council will use the funding allocated within the second GMLTP period to continue to implement the SEMMMS Strategy across all its objectives and in particular focusing on:

#### *Travel Change*

Stockport will continue to develop its Travel Plan programmes for schools and businesses.

The Study of a further school catchment area wide travel plans will take place in 2006/7 and the implementation of schemes in the areas already studied to encourage walking and cycling to school. Area wide programmes consist of studying an area based on a secondary school and its associated primary catchment area and identifying physical improvements to encourage children to walk and cycle to schools. This programme will continue through out the LTP period.

Improvement may include Council wide programmes to deliver 20mph zones around schools and school crossing patrol enhanced sites with a uniform package of measures to highlight the presence of school crossing patrols, installation of cycle facilities etc and then working with individual schools who are prioritising the development of travel plans often as a part of a healthy or eco school project.

The college pathfinder programme is continuing and funding will be made available to improve pedestrian, cycle and public transport facilities around the post 16 colleges.

The Council will continue to work with the PTE on developing “yellow buses” schemes to local schools.

Workplace travel plans are also being developed following a similar approach targeting key organisations, developing area based plans and working with individual organisations who require support. Access to the airport is an important area for improvement. Accessibility issues as well as travel plans are being considered for public destinations and employment areas.

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During the period of 2006/7 the development of area wide travel plans will continue focussing on the Stanley Green employment areas and implementation of pedestrian and cycle improvements in the Bredbury and Birdhall Lane area employment areas.

### *Urban Regeneration*

Improvements in accessibility and the streetscape of local, district and the town centre is a key area of work within Stockport.

Streetscene programmes ensuring that all local facilities are well maintained and easily accessible initially concentrated on district centre but are now being developed for local centres and shopping parades.

District and Local Centre Plans are being developed to improve accessibility and assist in regenerating district and local centres.

The Stockport Town Centre Masterplan Future Stockport has been developed and is being implemented this will involve significant transport infrastructure changes to support the overall plan including improved pedestrian, cycling and public transport access to the town centre.

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### *Roads*

Subject to the successful outcome of the Annexe E submission the results of which are expected by July 2006 work will continue on developing the road scheme with consultation, completion of the Environmental Assessment and the application for planning permission all programmed for 2006/07.

### *Bus*

The Council is working with the PTE to develop the SEMMMS QBC programme and develop an integrated transport corridor approach, improve road safety, accessibility to centres, pedestrian and cycle facilities and street lighting along these corridors.

Reddish and Didsbury QBC corridors programmed for continued implementation in 2006/7.

The improvement to another non QBC bus corridors – Bramhall– will continue in 2006/7. The Council is also working with local bus operators to identify and improve local hot spots on all bus corridors across the borough and is implementing a programme to ensure all bus stops become more accessible.

Community transport and demand responsive systems are part of the overall public transport system and the Council is working with local community groups to enhance and support community transport within the area.

### *Rail*

The rail station development zone concept is being implemented across the area and improvements to walking, cycling, parking and public transport interchange have been identified for a number of railway stations across the borough.

### *Roadspace Reallocation*

The Council is developing a systematic programme of identifying transport improvements across the borough to ensure the road network is appropriately managed and that the more sustainable modes of transport

Community based transport plans are being developed across the area identifying local improvements including 20mph zones, home zones, and pedestrian and cycling improvements in primarily residential areas.

Network Audits have taken place along the principal road network to ensure that an integrated approach to improvements is adopted improving cycle, pedestrian and public transport facilities, addressing road safety concerns and efficient management of the network.

Signing was recognised as an area wide problem and a strategy has been developed to address this issue and a programme of review, evaluation and replacement as necessary is being developed for directional signs.

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The Council works closely with the Local Health Services to encourage walking and cycling. Strategic pedestrian networks are being identified and improved linking residential areas to local facilities including shops, healthcare, schools and public transport.

Local and strategic cycle networks, both on and off road, are being developed including utilising the river valleys e.g. the Marple Multi user Trail from Marple to Stockport. Local networks are focussed around district centres, employment and areas and schools.

## *Maintenance*

Maintenance of the highway and structures will remain a key area of the delivery programme and funding will be targeted at all areas of the network both carriageway and footways including urban public rights of way. Such maintenance helps improve the liveability of the area and a well maintained street scope which feels secure will encourage walking, cycling and the use of public transport. The council has developed ongoing programmes to improve roads, footways, public rights of way, street lighting and street furniture to enhance the street scope of the area.

A white lighting programme for the QBC corridors is being developed to complement the SEMMMS QBC scheme and lighting improvements around district and local centre have also been identified.

The StreetScene maintenance programme is being developed to complement infrastructure improvements within the area e.g. district and local centres, 20mph zones and areas around schools. The opportunity to improve accessibility by dropping kerbs and raising bus stops has also been built into the programme.

The maintenance of structures both within the highway and along strategic walking and cycling routes is becoming a priority for investment for future years.

Stockport will continue to work with the other SEMMMS authorities to develop joint programmes including the travel change programme, joint information e.g. the annual SEMMMS Newspaper and a rigorous monitoring programme to ensure that the schemes are helping to achieve the SEMMMS targets and objectives. Opportunities are taken to share good practice and learn from the other authorities involved in the partnership.

## *Freight*

The SEMMMS new relief road scheme will provide a much improved route for freight to use but in the shorter term improved signing and selective junction and effective network management will assist freight.

## ***Tameside Metropolitan Borough Council***

Tameside was pleased to receive confirmation of continued funding of the SEMMMS strategy implementation through to 2010/11 although the reduced level of resources compared to earlier years means it will be necessary to scale back programmed measures and take longer to achieve desired outcomes. Tameside will continue to implement the SEMMMS strategy as set out in this document with spending reflecting the figures in the programme table.

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### *Area Wide Initiatives*

Funding is allocated as Tameside's contribution to implementation of the SEMMMS wide monitoring strategy and the area wide consultation/publicity.

### *Travel Plans and Behavioural Change*

The Council plans to continue with its targeted initiatives on school travel, to deliver effective school travel plans to complement measures designed to improve safety in the vicinity of schools. Further work will be done with businesses to develop and implement travel plans. Potential behavioural change projects to be carried out with local communities will be identified. Funding is included for the development of projects to be implemented in Tameside in future years.

### *Urban Regeneration*

The 2004 Index of Multiple Deprivation identifies 5 Super Output Areas (SOAs) in Tameside and within the SEMMMS area as being in the worst 5 percent nationally. A further one SAO is in the worst 10 percent (but not worst 5 percent) and six are in the worst 20 percent (but not worst 10 percent). Improving access to jobs and services and other facilities for people living in deprived areas is a priority for the Council as is securing improvements in health, education and quality of life. The aim will be to target the delivery of the SEMMMS strategy in Tameside to help achieve these objectives.

The focus of the Council's activity will be in the town, village and local centres, including employment centres. There is significant potential 'walk-in catchment' for these centres with travel by bus and cycle a realistic option for people travelling further. Retaining the existing facilities offered and improving the attractiveness and viability of the centres into the long term will assist with reducing social exclusion and reduce the need for people to travel further to access goods and services. Complementary measures to make walking and cycling safer and more convenient and bus travel more attractive need to be delivered also.

Works will be required in Mottram and Hollingworth to maximise the potential benefits to be delivered by the Highways Agency's Mottram to Tintwistle Bypass proposal and the Council's Glossop Spur major scheme. Through traffic will be significantly reduced and measures will be introduced to enhance the attractiveness and viability of the village centres and improve conditions for buses, pedestrians and cyclists.

Denton has been the focus of development interest in recent years, reflecting its much improved accessibility following completion of the M60. Works are ongoing to enhance the traditional core town centre, improving its attractiveness and viability and making it easier for pedestrians, people with mobility difficulties and cyclists to access and move about the town. Works will complement the A57 Manchester-Denton-Hyde QBC initiative as the QBC passes through the heart of the town.

Hyde is the Borough's second biggest town centre after Ashton-under-Lyne. It has a central commercial/civic/leisure core, surrounded by residential/industrial development, and serves as the focal point for the social needs of the adjacent area. Three Quality Bus Corridors meet in

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the town centre – A57 Manchester-Denton-Hyde and A627/A560 Hyde-Stockport (Both SEMMMS QBC major scheme) and A627 Rochdale-Oldham-Ashton-Hyde. The traditional main shopping street suffers from a poor pedestrian environment with narrow footways and high levels of through traffic. Works are needed to address the long term decline of this area and improve its viability.

Hattersley is a large local authority housing estate and the housing stock is currently the responsibility of Manchester City Council. Tameside's most deprived SOA is in Hattersley and ranks 404<sup>th</sup> worst in the country out of a total of 32,482. A small shopping centre was constructed as part of the estate but over the years this has suffered from vandalism and neglect with a result that many of the shops closed. Although the shopping centre has been refurbished, the retail offer is very limited. Its location within the estate is such that the shops do not attract trade from the wider local area or from passing traffic. The long term viability of the shopping centre is therefore of concern. Hattersley is a low income and low car ownership area and the lack of quality local services have a detrimental impact on social inclusion. In the short term improved access to public transport, including demand responsive transport, assists in ensuring residents can reach jobs and services elsewhere in the Borough, such as Hyde. A masterplan and supplementary planning guidance were developed in conjunction with residents for the development of the area into the long term. This work has been updated through the Local Development Framework by introducing an Area Action Plan for the Hattersley area. The Area Action Plan include the redevelopment of parts of the estate including the establishment of a new district centre. The aim is to create a districtcentre that is self-sustaining and able to meet the needs of Hattersley and the wider local area. Works will be required to ensure that the centre is properly integrated with the residential areas with high quality, attractive, safe and accessible links for all modes

In 2006/7 it is planned to spend £385k on Transport Change measures which will contribute to the following outputs:

- regeneration of town and local centres
- improved accessibility to jobs and services
- reduced congestion and improved air quality through more walking, cycling and use of public transport
- improved road safety
- Through Transport Change, Tameside will
- continue to promote school travel plans and implement measures associated with them (£75k)
- promote behavioural change through working with businesses and communities (£ 40 k)
- contribute to urban regeneration initiatives (£270k) including works to encourage the prosperity of town and local centres and employment centres and improve safety for communities.

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### *Measures to assist Public Transport*

#### *Rail*

There are 4 rail stations in Tameside, served by passenger trains, that sit within the SEMMMS core area, and a further 2 immediately adjacent in the buffer zone that, potentially, the use of which could impact on traffic levels within the core. Consistent with the Greater Manchester Rail Study, the station development zones concept will be developed and implemented at the stations. Ideally, this work would be co-ordinated with improvements to the stations themselves and to services, in order to maximise the potential to attract new rail users.

#### *Bus*

The implementation of the Quality Bus Corridors in Tameside within SEMMMS is funded from the SEMMMS QBC major scheme. There are however other important bus routes that serve the residential and employment centres located away from the QBC routes and that provide linkages to the QBCs themselves and to town centres and local facilities. Safer and more pleasant fully accessible bus stops will be provided on QBC feeder routes and other important bus routes. Improvements to pedestrian links to bus stops will be taken forward and small scale schemes to improve operating conditions for buses where localised problems occur will be developed.

- In 2006/7 a planned spend of £ 60k on public transport schemes will contribute to the following outputs:
- reduced congestion and improved air quality
- improved accessibility to jobs and services
- improved road safety
- Measures will be implemented on QBC feeder routes and other important bus routes (£40k) and, in partnership with the PTE, starting to develop and implement the rail development zone concept (£20k).

#### *Use of Roadspace*

The Greater Manchester and Tameside Cycling Strategies will form the basis for the promotion of cycling in the SEMMMS part of Tameside. The Council is working with the other SEMMMS authorities to develop a SEMMMS cycle network. The basis of this in Tameside will be the borough-wide cycle network included within the Tameside Cycling Strategy endorsed by the Tameside Cycle Forum. Works to provide a comprehensive, co-ordinated network, well signed and safe, will be carried out. Safe, secure cycle parking will be provided in town and local centres and other key attractors, linked to the network.

The Greater Manchester Walking Strategy, adopted by all the districts, sets out a strategy and action plan for the encouragement of pedestrian activity in the County. The identification and establishment/improvement of key pedestrian routes linking key places forms the basis of the strategy. It is intended that this will be rolled out across Tameside, including the SEMMMS area. Emphasis will be on routes linking residential areas to town and district centres and to



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schools and employment centres. As part of this, the Council's existing rolling programme of disabled facilities at signals will be accelerated. Additional signing for both cyclists and pedestrians will be provided.

As explained above the Council has already committed significant resources to introduce 20 mph zones and other safety measures in the vicinity of primary schools. It is intended to continue this approach and SEMMMS resources allows this to be rolled out to areas in the vicinity of secondary schools. This will be co-ordinated with travel change activity where possible. A home zone was constructed in the Denton area during 2004/5 and was completed in 2005/6. The Council will assess the success of this, and a home zone at Ashton West End funded by DfT as part of the Home Zone Challenge, and may wish to extend this concept to elsewhere in the SEMMMS area.

The Primary Route Network re-signing scheme has been completed in Tameside providing consistent routing information. The SEMMMS approved strategy recommends that signing in the study area is reviewed with a view to managing, insofar as possible, the routes taken by longer distance traffic. Accordingly, the Council intends to review signing on non-primary A and B class roads and work with adjacent authorities to deliver a comprehensive signing strategy for the area.

In 2006/7 a planned spend of £272k will contribute to the following outputs:

- Reduced congestion and improved air quality through more efficient use of the road network and more walking and cycling.
- improved accessibility to jobs and services
- improved road safety
- relieve communities of the impact of inappropriate traffic
- Measures to be implemented will provide new and improved cycle facilities (£50k), disabled facilities at signal controlled crossings (£35k), improvements to key pedestrian routes (£77k), further 20mph zone works (£90k) and review local direction signing (£20k), with the aim of improving the efficiency of traffic movement for freight in particular.

### *Maintenance*

The SEMMMS strategy recommended that authorities should, as a matter of urgency, address the backlog of maintenance required on roads and footpaths. With the benefit of SEMMMS funding already made available, the Council has started to make inroads into this backlog. However sustained funding over many years will be required if it is to be addressed adequately. Equally, there is a requirement for substantial investment in street lighting, to improve road and personal safety and reduce the fear of crime which deters many people from walking and using public transport after dark. The Council has invested large sums of its own resources in improving street lighting over recent years but there still remains the need for much more. Significant resources for works on footways, carriageways and street lighting are therefore included in the future programme. Maintenance works will be targeted at locations in the worst condition and where works will support wider strategy objectives such as improving accessibility for pedestrians and cyclists and aiding public transport

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Accordingly, in 2006/7 resources of £375k are proposed for structural maintenance of footways and carriageways (£215k) and street lighting improvements (£160k). These works will contribute towards achieving the following outputs:

- reduced congestion and improved air quality
- more walking, cycling and use of public transport
- improved accessibility to jobs and services
- improved road safety
- regeneration of town and local centres and local communities

### 3.12 Consultation

#### Overview

Consultation and participation are consistently important elements of SEMMMS. This chapter outlines the consultation methods used during the initial SEMMMS study, and then describes, with the aid of case studies, consultation methods used when implementing SEMMMS schemes. During the development of the strategy an area wide reference group and focus groups were held at key points in the development of the options and the final Strategy.

A series of three area-wide consultation newsletters was also produced during the consultation process. These were distributed to all residential addresses within the SEMMMS area. The first newsletter concentrated on introducing the study and consulting upon what local people considered the main transport issues to be. Later newsletter concentrated on assessing the options and the final strategy. The third newsletter also sought levels of support for the final strategy. This indicated 86% support for the final strategy amongst respondents.

This principle of information, consultation and participation is continuing with the implementation of the strategy and the provision of consultation and participation for individual schemes. These consultations, by their nature, affect areas of widely varying size within the SEMMMS study area. It was felt important that an opportunity for all people to be involved in the development of the SEMMMS Strategy should be maintained. With this in mind a yearly SEMMMS newspaper is being produced and delivered to every local resident and business in the area. This newspaper is produced by all the SEMMMS authorities and includes articles on the progress of the overall implementation of SEMMMS and its specific schemes to ensure people remember the strategy and its multi-modal solution to transport problems within the area.

The newsletters have now been expanded to full newspapers, the 5<sup>th</sup> SEMMMS News Update being circulated in winter 2004 and giving details of progress with the implementation of many strategy elements. A 6<sup>th</sup> is planned for spring 2006.

In particular both area-specific and corridor consultations have been carried out along the SEMMMS QBC corridors. This consultation has been targeted at local residents and businesses, as well as bus users and drivers along the corridors. Methods used include use of web sites, leaflet delivery to local residents, CAP sites (Community Access Points), exhibitions, discussions with local partnerships and groups, and tapes and CDs available from garages for drivers on some of the routes.

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## Case study 1: Black Path (2004/05)

The 'Black Path' project has been described in detail in Chapter 3. In summary it is a local name for a long established footpath that starts at the Town Centre and goes to the airport. It uses a series of existing footpaths, desire lines and carriageway. The route length in total is approximately 1.6km with a spur to Culmere Park. It is subject to a major improvement scheme to place the route on a more formal basis.

For the project consultants were appointed to undertake a community consultation programme on behalf of the Wythenshawe Regeneration Partnership in summer 2004. A consultative approach was taken throughout the development of the exercise including:

- Initial consultation leading to proposals; and
- More detailed, comprehensive consultation to inform the proposals and designs.

As part of the consultation exercise:

- 74 Street interviews were carried out along the Black Path;
- 500 questionnaires distributed; and
- 128 primary school pupils, 42 children and young people and 35 adults actively took part in the consultation.

Other consultees included:

- Manchester Airport
- The City Council and Willow Park Housing Trust.
- In addition 5,000 information cards were distributed to various venues including schools community facilities, businesses and through local shopping facilities.

In summary the results of the survey indicated that:

- The route was well used at all times of the day with a concentration of activity during daylight hours;
- Most people walked along the path with a substantial number using it for cycling;
- The majority of people used it for accessing shopping/community facilities, journeys to school and for recreational purposes
- 62% of people felt unsafe out and about on the Black Path at night

Most respondents wanted to see:

- New and improved footway and cycle facilities;
- New and improved access and controls gates;
- Improved standards of soft landscaping;
- Improved and better maintenance of vegetation (cutting back trees etc);
- Improved lighting;
- A general clean up and removal of litter;
- New seats;

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- Installation of CCTV; and
- Better and improved direction signage on and around the route;

The results of the survey are being used to underpin the design and layout of the route to reflect users views and concerns and to provide a facility that will be well received and used by the local community thereby ensuring its long term future.

### **Case Study 2: Baslow Road Area Home Zone, Denton**

SEMMMS funding is allowing the establishment of a home zone in the Baslow Road area of Haughton Green, Denton. Resources in 2003/4 were focused on public consultation with works started towards the end of 2004/5. Completion is expected by summer 2005/6

The area had a relatively poor quality street environment. The lack of formal children's play facilities resulted in children playing on the street. Lighting, surfacing and street furniture was of low quality.

Public involvement and 'ownership' are key to the success of a home zone scheme. A leaflet drop was carried out at the end of January 2004 to publicise the first public consultation meeting which was held in early February. Residents attending provided information on their needs and wishes for their local community. There was general support for the concept of a home zone with planting, street furniture and play equipment being identified as requiring further discussion.

A household survey took place in March 2004 using experienced facilitators. The survey indicated that 97% of respondents supported or strongly support the introduction of a homezone. The information helped in the development of draft designs. Residents were most in favour of measures to improve the location and safety of car parking and were also supportive of the introduction of an informal play area as well as improvements to the quality of footways. A fun day event took place at the end of June 2004 where maps and diagrams were displayed outlining what the homezone could look like. Feedback from this event was used to further refine the proposals.

### **Case Study 3: Environmental Improvement Scheme A538, Prestbury**

The development of an environmental improvement and speed management scheme in Prestbury is an example of a local consultation process included within the SEMMMS package in Cheshire. The scheme was initiated following consideration of a proposed 20mph limit in the centre of the village on the A538. The core of Prestbury is designated as a Conservation Area and from the outset sensitivity of design was a critical consideration. An early involvement was initiated with the Parish Council and technical input was invited from the Borough Council as Planning Authority.

A traffic calming scheme was developed to address speed management issues and this was incorporated into proposals for environmental improvements to the Conservation Area. The principles of both elements of the proposals were agreed through discussions with the Parish and District Councils and the three authorities worked together as partners with arrangements made for joint funding of the scheme.

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The scheme proposals were submitted for public consultation, with some 800 people attending the exhibition and extensive support for the proposals both in principle and the level of returns. The scheme was then subject to detailed design with the Parish Council, local interest groups and environmental planning officers from both authorities specifying the details of the proposals, surface treatments, lighting details and street furniture.

Along with the main principles of the scheme, the local school was involved in Safer Routes to Schools work, with traffic calming extended in the vicinity of the village primary school. The scheme incorporated necessary highway maintenance work and revisions were made to parking restrictions in the village centre as well as changes to off-street parking provision being carried out through the Borough Council.

Throughout the scheme, and particularly through the construction phases, close liaison was maintained with businesses in the village, given the impact that footway works and road closures would have – this was supported by up-to-date information being provided through the Village Notice Board and the Council's own web-site. This process was assisted by the Police and the contractor and was able to resolve most, if not all, difficulties during the period the works were undertaken.

The preparation and design of the scheme is being taken as a model for extending such proposals in the SEMMMS area.

## **Case Study 4: Wythenshawe Forum**

Wythenshawe Forum is an existing local community facility that has recently undergone substantial redevelopment to include a new access road for public transport. The project is an excellent example of partnership working across the Council and the wider community.

Funding for the £18m scheme was assembled from a number of sources. £500k was contributed by the City Council towards the highway infrastructure with the Greater Manchester Passenger Transport Authority adding a further £400k - both financed through SEMMMS. Other contributors included the European Regional Development Fund, the Single Regeneration Budget, the City Council, Willow Park Housing Trust and external loans. The funding package reflected the many services that the forum will offer to the wider community.

Consultants carried out a community consultation programme on behalf of Wythenshawe Partnership during 2002/03. This asked Wythenshawe residents for their views about the Forum redevelopment, both about the overall design and particular areas of service delivery.

Over 2,000 people contributed their views. Consultation methods included:

- Newsletter to all households in Wythenshawe – approximately 35,000
- Postal questionnaire (735 returned)
- Six market place stall events from December to February at venues in Wythenshawe Town Centre and Northenden.
- Nine focus groups for potential users of each new Forum area (Learning, Library, Leisure, Childcare, Health), and for community groups, young people and existing users

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- Talking with children and young people
- Exhibition stand in the Forum concourse for five weeks

Key Messages from the consultation:

- Overall people were very enthusiastic about the redevelopment plans, and made many helpful suggestions.
- Accessibility and facilities for disabled people was an important concern, e.g. public transport access, accessible parking spaces, toilets, entrances. Specific activities for disabled people included access to the swimming pool and other leisure activities.
- Security was a big issue raised by many, in terms of parking, evening use, lighting, CCTV and staffing levels.
- Affordability was raised by many people, in terms of charges for leisure services, parking and childcare.
- Cleanliness of the redevelopment was also seen to be important.
- Existing groups or activities: many people were concerned to ensure that their existing activities be continued when the Forum re-opened.

The consultation was deemed to be an extremely worthwhile exercise with positive and constructive feed back from a cross section of the facility's stakeholders and users. The results provided a cornerstone to build on the Forum's future.

### Case Study 5: Reddish Integrated Transport Corridors

SEMMMS funding is being used for a number of Integrated Transport Corridors (ITC) around Stockport. One example of this is the Reddish ITC B6167 which is being developed in partnership with the GMPTE.

The scheme comprises comprehensive route improvements developed jointly through road safety, integrated transport and regeneration initiatives. The proposals include a reallocation of existing road space to deliver significant safety benefits, enhance opportunities for travel by all modes of transport and achieve environmental improvements along the corridor.

Public Consultation on the scheme took place in Summer 2004, including a comprehensive leaflet drop, local press articles and officer manned information stands in the local area , and in a response to these comments significant modification was made to the scheme regarding gyratory movements and one-way traffic.

### 3.13 Monitoring

#### Summary

This chapter identifies performance indicators for measuring progress towards SEMMMS objectives. The relationship between existing national, Local Transport Plan and SEMMMS objectives and monitoring regimes has been taken as the basis for this suite of indicators,

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building on these existing monitoring arrangements wherever possible and appropriate. The validity of this approach was demonstrated in the SEMMMS Implementation Plan submitted in 2004.

The initial section describes indicators used to measure progress of these SEMMMS. The original justification for these was set out in the SEMMMS Implementation Plan 2004, paying particular attention to the key themes of road congestion, air quality, accessibility and road safety. These indicators have been reviewed following the development of a final suite of indicators for GMLTP2.

Finally the issue of target setting is examined. This will be easier now that we have some financial planning guidelines to work to, covering the period to 2010/11. LTP2 targets have attempted to accommodate the effects of SEMMMS investment at a Greater Manchester level; SEMMMS investment will therefore be essential in meeting LTP2 targets. It is intended to develop specific subsidiary targets for the SEMMMS area in time for the LTP1 Delivery Report due for submission in July 2006.

In the SEMMMS final report the SEMMMS area was divided into “core” and “buffer” sections. Figure 1 shows the road and rail network of the SEMMMS area together with the boundaries of the local authorities concerned and the SEMMMS “core” and “buffer” areas. In terms of monitoring and the geographic impacts of the strategy and objectives a distinction can be made between measures that will have a cross boundary effect and those which, for example, may not affect the “buffer” area. Whilst the SEMMMS “core” area is mainly within Manchester, Stockport, Tameside and Cheshire, Derbyshire’s SEMMMS area is mainly “buffer”. Therefore, monitoring may be based on slightly different areas depending on the relevance to particular local authorities.

## Indicators

### *Level of Monitoring*

Whilst SEMMMS measures will affect the achievement of targets at a Greater Manchester level, it is necessary to understand the changes that have come about as a result of SEMMMS work, rather than other initiatives in other areas. Preference has therefore been given to indicators that can be monitored within the boundary of the SEMMMS “core” and “buffer” areas, for example, school travel plans. Relevant available LTP indicators have been selected on this basis. However, for some indicators, such as Best Value indicators, this was not possible as no data is currently collected specifically at this level, meaning extra surveys, analysis or data extraction would be necessary, involving prohibitive extra cost.

### *The Second GMLTP*

DfT and Local Government have agreed the shared priority themes of congestion, air quality, accessibility and road safety. These are key themes of the second LTP, which is submitted alongside this document. Arising from these, the DfT have developed a number of mandatory indicators for use by Local Authorities in their second LTPs. The LTP2 monitoring framework was amended in order to:

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- Accommodate the mandatory indicators
- Continue LTP1 indicators where these have been found to be useful and cost-effective, and where long term trends and variability have now been established
- Reject LTP1 headline indicators that focussed on outputs rather than outcomes
- Reject LTP1 headline indicators which have not been found to be useful in practice
- Develop new or better indicators to replace these where possible, for example where new data sources are now available.

### ***LTP2 Indicators used to measure the effect of SEMMMS***

The following GMLTP2 headline indicators have been identified and will be used to report on SEMMMS progress in the relevant areas / authorities:

- Bus passenger journeys (SEMMMS Greater Manchester (GM) and Cheshire areas)
- Rail passenger journeys (SEMMMS “core” and “buffer” areas)
- Public transport user satisfaction (SEMMMS GM and Cheshire areas)
- Road accident casualties, by category (SEMMMS GM and Cheshire areas)
- LTP1 accessibility to Category A interchanges by public transport (SEMMMS GM area)
- LTP2 Vehicle kilometres (SEMMMS “core” and “buffer” areas)
- LTP3 Level of cycling (SEMMMS GM and Cheshire areas)
- LTP4 Journey to school modal split (SEMMMS GM and Cheshire areas)
- LTP6 Peak traffic flow to Stockport key centre
- LTP7 Congestion on monitoring routes 7, 8 (both A6), 10 (B5145) and 13 (B5117)
- LTP8 Air Quality at Stockport modelled receptor site
- LTP12b modal split to Stockport centre
- Transport BVPIs (District Level): BV223, BV224a, BV224b, BV187, BV178, BV165.

In addition to these, a number of subsidiary indicators will be useful in monitoring progress, including

- usual mode of travel to work (from census)
- the numbers of travel plans,
- parking provision,
- HGV kilometres,
- pedestrians on key routes in Stockport.
- modal split and use of District centres
- BV106 homes built on previously developed land
- effect of Quality Bus Corridors

### ***SEMMMS report indicators***

There were a small number of indicators suggested in the SEMMMS Final Report that are not currently monitored for LTP purposes. These primarily reflect the fact that SEMMMS places greater emphasis on sustainable economic regeneration, and include:

- Gross numbers of trips / mileage undertaken to areas of economic growth



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- Modal split targets for economic growth areas
- Employment density for brownfield sites
- Parking standards for brownfield sites
- Modal split for brownfield sites

As a result, specific local centres and industrial estates will be monitored to establish vehicle flows, modal split and, where appropriate, user perceptions. Brownfield sites will also be monitored and included in the database of “key destinations” (hospitals, education facilities, shopping facilities, industrial estates etc.).

## ***Scheme Monitoring***

In addition to the overall effect of SEMMMS measures in the area, there is also a need to identify the performance of specific schemes. This is particularly the case for major schemes (SEMMMS QBC and SEMMMS New Relief Road). It may also be necessary to gauge the effect of SEMMMS measures over and above standard LTP investment, although in practice this may be very difficult to achieve. Authorities will monitor schemes in a manner consistent with that described in the GMLTP Monitoring Strategy.

## ***Output Monitoring***

The SEMMMS Final Report recommends the monitoring of timely implementation of SEMMMS measures. An analysis of spend alone does not indicate the nature or extent of outputs achieved, but the description submitted as part of the GMLTP Delivery Reports will fulfil this function. The LTP-F Finance Forms describe SEMMMS spend and planned spend by category, and LTP-F4 form describes outputs achieved or planned.

## **Targets**

The main LTP2 targets incorporate the outcomes of SEMMMS, as well as LTP Integrated Transport Block, funding. However, it is our intention to develop a set of subsidiary targets relating to the SEMMMS indicators, based on the following assumptions:

- The SEMMMS measures will be implemented as allowed by the reduced scale of investment under LTP1 and proposed by the LTP2 planning guidance figures, as opposed to the timescales and costs outlined in the SEMMMS Final Report,
- That GMLTP2 is implemented and resourced as planned,
- That LTP2 targets will be attained

The aim of SEMMMS-specific monitoring is to show the “additionality” of SEMMMS investment above LTP investment. However, it is clearly difficult to disaggregate these effects without recourse to expensive household surveys and the limitations of the existing core indicators should be recognised.

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The targets will be set in a similar manner to the method used to establish GMLTP2 targets (see GMLTP2 Chapter 6), and take into account past trends, forecasts (including the use of the Greater Manchester Strategy Planning Model and reference to the SEMMMS Final Report), and the potential effects of the SEMMMS work programme.

We aim to present detailed SEMMMS specific datasets and targets in detail in a SEMMMS Delivery Report in July 2006. Historical data can be seen in previous SEMMMS Progress Reports submitted alongside GMLTP Annual Progress Reports.

### 3.14 Review of the Strategy

Now in the fifth year of use the strategy developed is beginning to show clear results in the short term works that were set out in the initial strategy document and works have been started upon the medium term elements involved. However, it has become clear that funding for the works involved must be kept at or near the levels seen in the earlier years of the project. This will enable the momentum gained to continue and to turn the short term changes made by the strategy into longer term improvements and to realise the larger elements of the strategies full potential. This will allow for the realisation of the strategies purpose to deal with the existing and predicted transport problems within the area.

The Local Transport Authorities, Cheshire, Derbyshire, Manchester, Stockport, Tameside and the GMPTA / PTE meet regularly to develop and implement the integrated transport package elements of the strategy. Individual project groups meet to develop specific schemes, for example the Denton Interchange – Highways Agency and Tameside; SEMMMS New Relief Road – Cheshire, Manchester and Stockport; and the SEMMMS QBC corridors – GMPTA, Manchester, Stockport, Tameside and Trafford – a neighbouring authority outside the SEMMMS area.

The multi modal strategy identified a number of key areas for development including:

#### **Bus**

The bus elements of the scheme are on track for delivery with the ongoing delivery of the SEMMMS major QBC project and the proposed local authority / PTE programmes for improvements of the non QBC corridors and community transport. The 'yellow bus' pilot project has also proved popular within the area. However, the major area for concern is the lack of revenue funding to enhance the bus services and this is an ongoing problem that needs to be addressed.

#### **Roads**

The Highways Agency has progressed the development of an improvement scheme at the Denton Interchange which is currently being assessed and Cheshire, Manchester and Stockport have developed the SEMMMS new relief road scheme and submitted an annexe E funding bid in July 2004.

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## ***Rail***

There has been little progress on implementing the rail improvements recommended for the area except for the odd scheme e.g. Stockport Station. It has proved difficult to engage the rail industry in a constructive dialogue and there is concern over how to achieve this element of the strategy. The local authorities and the GMPTE are commissioning a rail study to identify short term improvements to existing rail stations and to explore the possibility for new stations and park and ride sites. However, Central Government encouragement of the rail industry is required to help create the momentum to achieve this element of the strategy.

## ***Metrolink***

The GMPTE has commissioned the development and assessment of the schemes proposed in the strategy and will seek to bring forward proposals for funding if these studies demonstrate their value.

## ***Transport Change***

Work on behavioural change is well underway in the SEMMMS area with a mixture of travel plans for educational and employment establishments, promotional measures to encourage different forms of transport and hard measures such as improvements to walking and cycling infrastructure all being used in conjunction.

## ***Use of Roadspace***

Schemes that reallocate the use of road space have been implemented and continue to be implemented in the SEMMMS area with a range of areas being effected by traffic calming and twenty mile per hour zones to reduce rat running and improvements of pedestrian facilities at road junctions. These and other improvements have the intention of creating a safer and more pleasant environment for the uses of alternative transport and to encourage traffic on to the appropriate routes for their journey.

## ***Urban Regeneration***

Enhancement of the street environment in local and district centres is crucial not only to the promotion of regeneration in these centres but also, consequently, to reducing the dependency on or comparative attractiveness of less accessible facilities that can only or mostly be reached by private car. Improvements to pedestrian, cycle as well as public transport infrastructure has been undertaken or is underway in many local and district centres in the SEMMMS area.

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### 3.15 Appendix 1: The SEMMMS Strategy Information

For clarity, chapter 7 of the SEMMMS Final Report – *Recommended Strategy* – is included in full below.

The recommended strategy is for a twenty-year period from 2001 to 2021. It is important to note that it is an integrated strategy. To achieve its full benefits, the strategy must be fully implemented and done so in a coherent manner. The benefits of the strategy will not be realised by picking and choosing, say, easy to implement elements or those which are low cost, while more complex and/or expensive elements of the strategy are set aside. The benefits from the strategy will only be seen if it is implemented as a whole. If implementation as a whole should prove not possible, the entire strategy will need to be reviewed.

Before describing the recommended strategy, it is useful to re-cap the process of its definition:

- in the Phase 1 study, the objectives for the strategy were defined. The five core objectives were based on those of the Greater Manchester Local Transport Plan (GMLTP) and were shown to be consistent with those of the Cheshire and Derbyshire LTPs as well as with the Regional Transport Strategy which forms part of the (draft) Regional Planning Guidance.
- also in Phase 1, and in parallel to the definition of the study's objectives, there was consideration of the problems, issues and opportunities that the study area faced.
- through the mechanism of a Steering Group workshop, seven decision areas were defined. These decision areas, relating to the road network, Metrolink, rail, buses, the use of road space, freight and transport change, encapsulated all the key issues about which decisions had to be made when developing the strategy.
- potential strategy elements were identified by Steering Group members and through the consultation process. Each potential strategy element was associated with one of the seven defined decision areas, leading to the definition of a number of options within each decision area.
- again through the mechanism of a Steering Group workshop, a do-minimum plus and six strategy options were identified. The do-minimum plus was a collection of schemes and measures, which whilst not committed, was felt by the Steering Group to have a high probability of proceeding. It also included a number of other measures, which while requiring investigation, were largely free-standing from other possible strategy elements. The six strategy options included elements from each decision area and each was a coherent package that could potentially form a strategy.
- the do-minimum plus and six strategy options were subject to a programme of modelling and appraisal.

The recommended strategy is described below using the seven decision areas that have been used throughout the strategy development process.

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## Roads

### *The Remitted Road Schemes*

The genesis of SEMMMS was the removal of three road proposals from the Government's programme. These were:

- the A6(M) Stockport North South Bypass;
- the A555 Manchester Airport Link Road West (MALRW);
- the A555/523 Poynton Bypass.

One of the three key deliverables from SEMMMS is recommendations on the future of these three proposals. It is helpful to recall that the Highways Agency's proposals were for:

- the A6(M) to be built to motorway standard. The proposals included a complex arrangement of collector-distributor links in the Hazel Grove area as well as works between Offerton and Hazel Grove to facilitate a connection to a dual carriageway bypass of High Lane and Disley, a scheme which has been removed from the Government's road programme.
- the A555 MALRW scheme was for a fully grade separated dual carriageway and included major rebuilding and expansion of Junction 5 on the M56;
- the A555/523 Poynton Bypass was a dual carriageway grade separated proposal, extending from the northern end of the Silk Road in Macclesfield to Poynton and including an east-west link between the extant A555 Handforth Bypass and the A6(M) proposal at Hazel Grove

It is not recommended that the proposals as developed by the Highways Agency, and removed from the Government's road programme in July 1998, form part of the strategy. Rather, it is recommended that the study area local authorities develop smaller and more appropriate scale road proposals along the protected alignments. These should be designed to provide relief for the study area communities affected by inappropriate through traffic, but not to provide a new strategic route of regional and potentially national significance.

In particular it is recommended that:

- a road is constructed between the M60 at Bredbury and the A6 at Hazel Grove following the protected alignment for the A6(M). The construction of the Stepping Hill Link between the A6 north of Hazel Grove centre and the new road forms part of the recommendation. It is recommended that the north-south bypass be constructed to dual carriageway standard with a 40/50 mph design speed. Junctions should be at-grade and most likely signal controlled;
- a bypass of Poynton is constructed. The bypass should comprise an east-west section linking the A555/A5102 junction north of Woodford to the A6 at Hazel Grove. Traffic modelling undertaken for the study indicates that a dual carriageway is more than likely required, but junctions can be accommodated at-grade.
- a reduced scale scheme is constructed in the MALRW corridor. Current traffic modelling indicates that an at-grade dual carriageway junction at Outwood Lane linking the Airport Terminal 1/3 roundabout at the end of the M56 spur to the Western end of the A555 at Handforth is insufficient and therefore a grade separated junction is under consideration.

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An at-grade junction at Styal Road will be provided. Combined with other recommendations, there is the opportunity to introduce dedicated HGV/public transport lanes along the MALRW corridor.

For the north-south bypass of the A523 a single carriageway bypass is recommended from the existing A523 at Adlington, joining the east-west section of the bypass north of Woodford;

It is recommended that the protected alignments in the development plans for the MALRW, Poynton Bypass and A6(M) proposals should be maintained for the time being. It is also recognised, however, that the reduced scale schemes recommended may be able to use modified alignments that have lower adverse environmental impacts or bring additional traffic or other benefits. Therefore, alignments may deviate from the protected routes. The implementing authorities should not feel constrained by the protected alignments.

On the A523, between the northern end of the Silk Road and Adlington, it is envisaged that capacity improvements will be required if the full benefits of the strategy to the villages and lanes between the A34 and A523 north of Macclesfield are to be achieved. It is judged, at this stage, that such improvements can be achieved through on-line (or close to line) improvements. However, it is accepted that more detailed investigation will be required by Cheshire County Council, as highway authority, in conjunction with Macclesfield Borough Council as planning authority. An off-line scheme may be required. If this is the case, traffic forecasts indicate a single carriageway scheme would be sufficient.

Integral to the recommendations outlined above is a further recommendation that road space on roads relieved by new construction is reallocated to pedestrians, cyclists, public transport and to support urban regeneration initiatives. In some locations facilities for freight traffic may be most appropriate. The exact nature of the reallocation must be a matter for the implementing authorities and should be informed by a detailed investigation of local needs and priorities, supported by consultation with local residents and businesses. If new roads are built without road space reallocation elsewhere, the traffic generation which will result will lead to a failure to achieve the benefits that have been identified as resulting from the recommended strategy.

### ***Other Roads***

Cheshire County Council's proposals for an A34 Alderley Edge Bypass form an integral part of the recommended strategy.

The study has examined proposals for a single carriageway bypass of the A6 through High Lane and Disley. The options considered fall wholly within Stockport Metropolitan Borough and Cheshire. It is noted that Derbyshire County Council does not wish to promote a bypass of the A6 between Disley and the Chapel-en-le-Frith bypass. The modelling and appraisal work has identified that a bypass would bring benefits to the residents of High Lane and Disley, however, the agreed specification of the SEMMMS modelling work means that it has not been possible for this study to assess whether such a bypass will have any strategic impacts on the routing of traffic originating in or destined to the Peak Park, or on traffic passing through the Park. Furthermore, no alignment has been identified for a bypass of High Lane and Disley and so it is not possible to assess whether the environmental impacts of its construction are acceptable

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or otherwise. It should be noted, however, that a single carriageway route need not follow the alignment of the earlier Highways Agency proposal and it should therefore be possible to reduce the scale of impacts on the natural environment compared with those that would occur if the Highways Agency's former scheme were built.

Consequently, it is not possible to recommend that a High Lane/Disley Bypass form part of the strategy. It is noted, however, that such a bypass would bring benefits to residents of High Lane and Disley. Further study may be appropriate and if its strategic traffic impacts and environment impacts are deemed acceptable, then a High Lane/Disley bypass would be compatible with the rest of the strategy.

The interchange between the M60, M67 and A57 at Denton is, and is forecast to remain, one of the most congested locations in the study area. With the present junction arrangement, the recommended strategy neither significantly worsens nor improves this situation. The Highways Agency has developed outline proposals to improve traffic flow through the Denton Interchange and while the scheme is relatively modest it is of such a scale (i.e. a capital cost greater than £5m) that it must form part of the Highways Agency's Targeted Programme of Improvements (TPI).

The SEMMMS strategy would benefit from an improvement of traffic conditions at Denton. A re-modelling of the junction therefore forms part of the strategy. It is recommended that the Regional Assembly includes the Highway Agency's proposals in the set of schemes it recommends for inclusion in the TPI at the next review.

A study is being undertaken by the Highways Agency to determine the future of proposals for the Mottram-Hollingworth-Tintwistle bypass. The Agency will present their assessments to the regional planning bodies, which in turn will recommend whether the scheme should be included in the TPI at the next review. As directed, SEMMMS makes no recommendation in this regard. The recommended strategy can accommodate the implementation of a Mottram-Hollingworth-Tintwistle bypass.

### ***Metrolink***

The proposed extension of Metrolink from the Phase 3 Airport Line (a committed scheme) at Hough End to Stockport Bus Station is endorsed by SEMMMS and therefore forms part of the recommended strategy.

A number of other Metrolink proposals were examined within the study. On the basis of this investigation, it is recommended that GMPTE, working with Stockport MBC, the City of Manchester, Railtrack and where appropriate the SRA, takes these schemes forward and, firstly, instigates a feasibility assessment of:

- an extension of Metrolink beyond Stockport to serve Portwood, Bredbury, Romiley and Rose Hill. Such an extension would require shared running with heavy rail services beyond Romiley and the interoperability of Metrolink and conventional rail services (potentially passenger and freight) will need to be demonstrated. This scheme should be considered

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in conjunction with the proposed urban metro services (see under Rail below), which includes proposals for enhancing services on the Manchester to Marple corridor.

- It is envisaged that services would operate from Rose Hill via Stockport to the Airport and Rose Hill via Stockport to Manchester City Centre and potentially beyond.

### **Bus**

The development of quality bus corridors (QBCs) forms an integral part of the recommended strategy. Already, the introduction of a QBC on the A6 from Manchester to Hazel Grove is a committed scheme. There are also commitments to implement QBCs between Rochdale, Oldham, Ashton and Hyde and between Manchester and Ashton (A635), both of which affect the study area peripherally.

An extension of the scale and scope of the QBC initiative is recommended. In the early years of the strategy, QBCs should be implemented to a similar degree of priority and standard of design as those already committed. Once the new road schemes are in place and significant road space allocation is possible, the degree of priority should be increased. In each case, consultation with businesses and road users potentially affected by bus priority measures must be an integral part of the implementation process. The implementing authorities will need to consider potential impacts on businesses and road users and if there are such impacts, demonstrate that the net benefits of any proposals outweigh any disbenefits they may bring.

It is recommended that QBCs be introduced on radial corridors to Manchester City Centre in the study area, orbital corridors across the study area, on a network focused on Stockport town centre and on routes serving the Airport (see Figure 7.3). Catering for a mixture of radial and orbital movements and additional to the already committed proposals (such as for the A6 from Hazel Grove to Stockport), the corridors/routes in question are:

- Radial corridors:
  - A57 Hyde – Manchester via Denton
  - A34 East Didsbury – Manchester
  - B5093/B5167 Didsbury – Manchester via University Precinct
- Orbital Corridors:
  - A627/A560/B6104 Hyde – Stockport
  - A5145 Stockport – Urmston via Chorlton-cum-Hardy
- Stockport focused:
  - B6167 Reddish – Stockport
  - Brinnington – Stockport
  - A626 Marple – Stockport
  - Cheadle Hulme – Stockport
  - A560 Cheadle - Stockport



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An integral part of the recommended strategy is a series of bus priority measures associated with 'Skyline' branded services linking Gatley, Cheadle, Cheadle Hulme, Hale, Altrincham, Sale and Wythenshawe to the Airport. It is intended that a similar quality of service be provided on the Skyline services as the QBCs (defined by the vehicles used, information provided, the quality of waiting environments and the like).

As part of their Summer 2001 LTP annual progress report, the Greater Manchester local authorities made a major scheme bid for the QBCs which form part of the SEMMMS strategy.

The bus priority measures on the QBCs will improve journey times as well as bus service reliability and punctuality. One of the problems highlighted in the Phase 1 study was that, away from a commercial core network, bus services do not offer the frequency of service required to make them an attractive alternative to car, or provide the desired level of service for those without a car to access jobs, shops and essential services. The commercial core is defined both geographically and temporally, the latter being services on weekdays in the peak hours and the inter-peak periods.

It is recommended that GMPTE works with operators in its Quality Partnerships to deliver the following maximum scheduled service headways (and lower where justified) in the quality bus corridors:

- 10 minutes during Monday – Saturday daytime;
- 20 minutes during evenings, on Sundays and certain Bank Holidays.

Significant benefits have also been identified from increasing the level of service away from the QBCs. It is recommended that the public transport authorities (GMPTE and Cheshire and Derbyshire County Councils) introduce a network of high frequency bus services with the aim that they operate at similar maximum service headway as services on the QBCs. The network should serve residential areas not immediately served by QBCs, or by rail or Metrolink services. The precise definition of the network will be for the public transport authorities to specify in consultation with local bus operators.

Away from the QBCs and high frequency network, there are also significant benefits from increasing levels of service. While each route will have to be considered carefully on a case-by-case basis, as a rule of thumb in areas where bus services are generally infrequent, a day-time maximum service headway of 30 minutes should be the goal. Furthermore, community transport and demand responsive services complement the strategy and would be appropriate across the study area.

To deliver bus service improvements across the study area, if necessary, full use should be made of powers available to public transport authorities under the Transport Act 2000. To deliver the improvements, additional Government support for public transport authorities' revenue expenditure will be needed.

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As well as improvements to the level of bus service, it is recommended that the quality improvements from initiatives such as GMPTE's "Integrate" programme and Quality Partnership be extended across the study area by Cheshire and Derbyshire County Councils. Improvements should also be made to:

- bus stations and public transport interchanges;
- bus stop environments, either directly or as part of urban regeneration initiatives;
- the quality and scope of timetable information available:
  - before bus journeys are made;
  - at bus stops and bus stations; and
  - during the journey.

An important consideration when implementing the recommendations for improvements to the bus network will be the need to co-ordinate the approach to enhancing services and the quality of the waiting environment. This will require study area local authorities to work together and implement an agreed programme.

### ***Rail***

The Phase 1 work identified that the South East Manchester rail network is an under-utilised asset. However, it is recognised that the principal constraint to developing study area rail services lies outside the study area in the Manchester Hub.

Recommendations have therefore been developed that recognise this constraint, in that there are short term measures to be implemented before Manchester Hub capacity is enhanced and longer term measures that take place when additional capacity is available. The SRA working with GMPTE, Manchester Airport plc, Railtrack, the Highways Agency and the Government Office for the North West has recently completed a study (the Greater Manchester Strategic Rail Study) that has established its agenda for increasing Manchester Hub capacity.

The consultant's report to the Steering Group for the Greater Manchester Strategic Rail Study recommended a strategy based around the principles of:

- segregating local, long distance and freight services to reduce conflicts and improve reliability;
- providing a high frequency regional and inter-regional network;
- upgrading local services to provide a similar frequency and quality of service to the Metrolink system;
- improved integration between rail services, with other public transport modes, and with car; and
- selective provision of new rail infrastructure, where this can be justified, and the protection of alignments for longer term development where appropriate.

It is an expectation and requirement for this strategy that the measures that follow from the Greater Manchester Strategic Rail Study are successful in providing additional capacity in the Manchester Hub and that they are implemented in a timely manner.

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### *Short to Medium Term*

In the short term, prior to any works that may be required to address Manchester Hub capacity constraints, it is recommended that:

- the frequency of study area rail services be enhanced insofar as the Manchester Hub capacity constraints allow
- the services in the study area move towards a clock-face timetable
- rolling stock be upgraded,
- station environments are enhanced through the provision of real-time information, lighting, CCTV, passenger help points and a general improvement to their ambience and setting;
- the standard and quality of parking at existing stations should be extended where appropriate and justified.

A mechanism for such improvements is the recently awarded Northern Franchise and the letting of the Trans Pennine Express franchise. The established GMPTE Integrate initiative and the SRA's programme of incremental improvements also have roles to play. It is recommended that GMPTE and other relevant local authorities, work with the SRA to deliver the short-term improvements noted above. When considering rail enhancements, it is important that lines be treated on a 'whole route' basis, meaning that, for example, when considering the Manchester-Buxton line, enhancements should be planned for the route as a whole, not just the parts that fall within any particular local authority jurisdiction. While the costs of doing so are not included within the costs of the recommended strategy, there would be additional benefits to the strategy by addressing the rail fare discontinuity that occurs at the GMPTE boundary and results in a distortion of rail trip making patterns. It is recommended that the GMPTE, its neighbouring public transport authorities and, if appropriate the SRA, work together to address this issue.

Enhancements to orbital rail services would also bring benefits to the study area. The development of Eastern and Western links from the Airport (see below) offer significant opportunities for longer distance services through the study area which will also serve local orbital movements and will enable trains serving the Airport to bypass the Manchester Hub.

The construction of new stations between Stockport and Altrincham would create a new orbital rail service through the study area. The reintroduction of passenger services between Stalybridge, Guide Bridge and Stockport would add benefit to the strategy, and would be complemented by sub-regional and regional benefits. It is this broad package of benefits that will determine its viability. It is recommended that a study be undertaken to investigate the feasibility and costs and benefits of orbital rail links around the south and east of Manchester. This should consider returning the Stalybridge–Guide Bridge–Stockport Line to passenger traffic as well as the potential role for light rail.

### *Medium to Long Term*

In the longer term it is recommended an "urban metro" service be developed. That is, subject to detailed corridor-by-corridor justification, services operating on each radial line at a four trains per hour minimum service (and perhaps more frequently) and operating at a clock face timetable.

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The urban metro service should be continued beyond the GMPTE boundary to natural route termini; for example Glossop, Buxton, New Mills, Macclesfield and Crewe. It is recognised that Manchester Hub capacity issues will need to be addressed to facilitate this recommendation. The Greater Manchester Strategic Rail Study has identified “tram-train” options as a possible way of delivering an urban metro style service on some lines. A tram-train would involve operation on the existing railway before running on-street (like Metrolink) through Manchester City Centre. The findings of the Greater Manchester Strategic Rail Study are compatible with the SEMMMS strategy: the recommendations here relate to the delivery of a level and quality of service, not the way it should be delivered.

This study has also examined two new major pieces of rail infrastructure, namely:

- the Western Link from Manchester Airport, which would continue west from the Airport rail spur, and pass under the Airport apron before joining the Chester – Altrincham Line between Ashley and Mobberley; and
- an Eastern Link from the Airport spur, crossing the Styal Line and running close to the alignment of MALRW and the A555 before joining the West Coast Main Line north of Handforth.

Both schemes are of regional and potentially national importance, and as such the benefits they bring are regional and national in scope. While both schemes bring benefits to the South East Manchester area such benefits alone are not sufficient to justify the schemes; only a consideration of the regional and national benefits can identify whether the schemes are worthwhile. There is a prima facie case that regional and national benefits of the Eastern and Western Links would be substantial. Their construction would benefit the study area. Their benefits to the study area would add to the case for their construction. Thus they are included in the strategy. It is recommended that:

- the SRA, working with Manchester Airport, Railtrack, GMPTE, Cheshire County Council and other appropriate authorities and agencies, takes forward the development and appraisal of the Western Link;
- Manchester City Council, Stockport MBC, Cheshire County Council and Macclesfield Borough Council, working with the SRA, GMPTE and if appropriate Railtrack, identify and protect an alignment for an Eastern Link through the Development Plan process. This should then lead to a full feasibility study in due course;

As preliminary assessment of a possible Eastern Link has indicated that it would have to cross the road recommended for the MALRW corridor, the road proposals be designed and built to accommodate either a rail underpass or bridge (whichever more detailed study identifies as appropriate).

The Greater Manchester LTP identifies a number of potential new rail stations in South East Manchester, namely:

- Dewsnap, on the Manchester-Glossop line in Tameside;
- at Adswold;
- at Stepping Hill and Simpson’s Corner on the Buxton Line;

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- at Bradshaw Hall on the Manchester-Stockport-Wilmslow Line;
- at Cheadle, Gatley North, Baguley (providing Metrolink interchange to the committed Airport extension) and at Timperley East on the Altrincham–Stockport line.

In general, new (or replacement) stations fit well with the SEMMMS strategy, although it is recognised that each will have to be examined for their engineering and operational feasibility and appraised on their merits.

The development of rail-based park and ride also fits well with the strategy. Potential sites include Simpson's Corner and Bradshaw Hall, and the road recommendations also open new strategic opportunities where they cross radial lines (for example in the Poynton area). Dependent upon the form of the forthcoming Trans-Pennine franchise, there are also strategic park and ride opportunities at Guide Bridge. In a similar vein to new stations, each possible park and ride location will have to be investigated and appraised on its merits. Improving parking facilities at existing stations forms part of the recommended strategy. It is recommended that the local transport plan authorities, working with Railtrack and the SRA, investigate the feasibility and viability of new park and ride sites in the study area.

### ***Use of Road Space***

As has already been noted the reallocation of road space to pedestrians, cyclists, public transport, potentially to freight traffic and to support urban regeneration forms an integral part of the recommendations associated with the road network. In addition (and prior to the construction of the recommended road proposals) it is recommended that:

- study area local authorities reduce the impact of traffic on residential areas through the co-ordinated introduction of area-wide traffic calming and measures such as Home Zones. Such measures should be designed and implemented in such a way as to support and complement other strategy measures; and
- a study area-wide cycle network is developed and promoted;
- urban regeneration initiatives are used to promote walking and cycling in existing local, town and village centres.

In addition, study area local authorities should as a matter of urgency:

- address the backlog of maintenance required on roads and footpaths;
- review signing in the study area with a view to managing, insofar as possible, the routes taken by longer distance traffic; and
- review the study area's road hierarchy and, if appropriate, reclassify roads, remodel junction layouts and adopt parking standards and maintenance practices appropriate to their reclassification.

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### ***Freight***

Road freight movements in the study area will benefit from the study's recommendations for road construction. The new roads will provide higher quality routes for through freight traffic than currently offered. In addition the recommended roads will bring relief for a number of study area communities adversely impacted upon by through road freight traffic.

The Greater Manchester Strategic Rail Study has also identified a number of proposals that will benefit rail freight passing through the study area by making additional capacity available. These proposals also have the benefit of removing a proportion of rail freight from the study area's passenger lines, thus making capacity available to move towards the urban metro recommendations.

In the time leading to the construction of new roads, it is recommended that the study area local authorities establish 'quality partnerships' arrangements with goods vehicle operators that serve or pass through the study area. In particular these should focus on:

- stone traffic from the Peak District;
- deliveries to major retail establishments;
- freight traffic to/from the Airport; and
- deliveries to/from significant industrial areas.

In a similar way to established public transport quality partnerships, freight quality partnerships should formulate and codify best practice from goods vehicle operators and local authorities. Freight quality partnerships have been recognised by Government, industry and local authorities as a useful tool for seeking ways to improve efficiency and minimise impacts. A successful and committed partnership will develop an understanding of distribution issues and problems at a local level and promote constructive solutions which reconcile the need for movement of goods and provision of services with environmental and community concerns. This could result in operational practices which encourage goods vehicle movement away from peak periods, more appropriate routing strategies, and look at the options for and benefits of alternative modes of transport. Implementation of a freight quality partnership should be progressed by the Greater Manchester authorities in conjunction with Cheshire and Derbyshire County Councils, and industry representatives through their trade associations. A freight quality partnership for South East Manchester would build upon existing policies and initiatives of the study area local authorities.

To help minimise the impacts of heavy goods roads traffic while at the same time recognising the needs of business, a study area goods vehicle network of preferred routes should be established. The network should be accompanied by appropriate signing, maintenance to improve road surfaces with the aim of reducing noise and damage to goods and vehicles, and enforcement of speed and weight limits. Prior to its introduction, consultation on its scope and the methods of implementation will be required with local residents and business as well as the freight industry. Once the recommended roads are in place it will be necessary to review the goods vehicle network as well as the need and opportunity for some reallocation of road space to goods traffic.

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The Stanley Green area, close to the A34/A555 intersection, has been identified as a possible area of search for Airport satellite facilities, including for freight and significant freight generating land-uses. Its location by the West Coast Main Line and A34/A555, offers the opportunity for multi-modal access as well as high quality, reliable access to the Airport using the MALRW corridor. Such a facility would add to the benefits of a strategy, but its impacts on the green belt and local traffic would require careful study and consideration. It is recommended that detailed study is undertaken including consideration of alternative sites (which could be outside the SEMMMS area), before any proposals for Stanley Green are progressed.

Land-use policies should also support more sustainable patterns of freight movements. Industrial and commercial zoning should be focused in sites with strategic road and rail access and, wherever feasible, rail-side developments encouraged.

## ***Transport Change***

Recommendations relating to Transport Change fall into one of three categories:

- i. behavioural change;
- ii. land-use policy; or
- iii. urban regeneration.

## ***Behavioural Change***

The largely infrastructure measures described above will bring significant benefits to different communities and social groups across the study area but the lead time for their implementation is long (with some notable exceptions). The programme of behavioural change measures recommended as part of the strategy offers two further sources of benefits:

- they potentially can result in net study area wide benefits greater than all the infrastructure measures combined; and
- they offer the opportunity to bring study area wide benefits in the short to medium term prior to the construction of new infrastructure.

The recommendations relating to behavioural change are therefore central to the strategy and in particular the need for study area wide benefits in the short term. They are integrated with all other recommendations.

It is recommended that a study area wide programme of behavioural change is adopted. The programme should:

- start immediately; and
- be applied in a co-ordinated and consistent way across the study area.

The recommended programme includes a mixture of measures, some of which can be introduced quickly, but others will take some time to implement (and will need to be co-ordinated with other strategy measures). It also includes measures which are passive, that is they are about allowing

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study area residents to make more informed decisions about their travel, and others which are pro-active; these are about working and engaging with people to engender a change in their travel patterns.

The recommended measures include:

- the development of public relations campaigns, local information booklets on walking, cycling and public transport facilities and the development of 'before journey' public transport information. The content of the campaigns should be linked with the on-going implementation of other recommendations that form the strategy. Travel awareness initiatives should be undertaken;
- the widespread and co-ordinated application of travel plans, working first with local authorities, the health and education sectors as a precursor to wider application.
- Local authorities have the opportunity to use planning permissions and associated agreements as a method to facilitate the widest possible adoption of travel plans. The promotion of flexible and/or stepped working hours compliments this strand of work;
- the promotion of Safe Routes to Schools; and
- proactive behavioural change measures such as Travel Blending.

### ***Land Use Policy***

The transport strategy must be complemented by appropriate land-use policies that support the promotion of more sustainable travel patterns. Indeed, inappropriate land use developments have the potential to undermine some, or all, of the recommended strategy and erode the benefits will it bring.

There should be a presumption against development adjacent to the proposals for new roads along the protected alignments of the remitted schemes which form part of this strategy. Any developments that do proceed must be subject to rigorous sequential tests based on a hierarchy of national, regional and local economic and community importance that demonstrate that no alternative site is suitable and available and that transport impacts of the development are acceptable. The implication of this recommendation is that developer funding is not a suitable way of promoting the road elements of the strategy. There also is a concern that any inappropriate development (as defined, say, by a process of sequential tests) close to the M56 and/or M60 will result in traffic diverting from the motorway to local roads, which in turn could undermine the strategy. In this context, it is important to note that both the M56 and the M60 form part of the Network of Long Distance Strategic Routes defined in (draft) Regional Planning Guidance.

Accompanying land-use policies to support the strategy, there should be a consistent set of parking standards applied to new developments across the study area, framed within the conurbation and regional context, to seek to minimise the use of the car and promote the use of public transport, walking and cycling.



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### ***Urban Regeneration***

The promotion of established village, district and town centres offers the opportunity to encourage a more sustainable pattern of movement by encouraging the use of local facilities. Underpinning current national planning guidance and policy is a view that there is a causal link between the extent that urban centres are used, and their accessibility and intrinsic quality: if people use local centres more frequently, accessing them on foot, cycle or by bus, they will use car-dependent centres and facilities less and thus travel less by car.

It is recommended that a programme of regeneration and improvement of established local centres be adopted. The implementation of a centre-focused programme should involve a number of pro-active planning and urban management actions. The following are recommended in this respect:

- “Centre Actions Plans” could be drawn up. These could include the auditing of facilities and quality of environment in established centres and also examining management needs, such as planning of leases, CCTV, facilities co-ordination and other town centre management type activities;
- for smaller centres in South East Manchester, a “local centre manager” be appointed with responsibilities for four or five local centres within a Borough. The role would include drawing up an action plan with local involvement and the support of traders, residents etc. It would also include co-ordinating the activities of highways, lighting, landscape and parks, public transport cycle, pedestrian, and planning officers to work towards a co-ordinated plan of action. The actual activities of these departments may not necessarily change radically as a result, but their programme of works and investment could be re-prioritised so that (for example) declining centres receive priority action.

### ***Interchange***

Although not one of the seven decision areas used in developing the strategy, the role of interchange between public transport modes is key to its success. The orbital nature of many of the journeys that public transport needs to cater for, means that many trips will require use of two or more modes and routes. There are a number of locations in and close to the study area which will become key interchange points, these being:

- Altrincham, with bus, rail and Metrolink services;
- Manchester Airport, where the new Ground Transport Interchange will offer access to local and regional rail services, Metrolink and local and regional bus and coach services and, of course, air services;
- Stockport, where it is planned that Metrolink will terminate at the Bus Station (before onward extension). Stockport rail station offers local, regional and intercity rail services; and
- Ashton-under-Lyne, a further bus, rail and Metrolink interchange.

The recommended strategy’s implementation plan includes an allowance for the improvement of facilities at these key interchanges.

## 3 South East Manchester Multi Modal Study Implementation Plan

The importance of interchange at other locations across the study area is also noted. It is recommended that the programme of rail station enhancements includes consideration and improvement of bus/rail interchange facilities and that the design of future Metrolink proposals seeks to make the most from opportunities for interchange with bus and rail services. Improvements to bus/bus interchange facilities will also be important.

Finally, it is noted that GMPTE's Integrate initiative, including the promotion of smart card ticketing and real time information, will ease and improve interchange between public transport modes. The proposals of the Integrate initiative to provide more attractive fares to passengers who make interchange trips are also important in this context.

### **Monitoring Implementation**

It is recommended that a successor group to the Steering Group be formed, immediately upon the conclusion of the study, and composed principally of the current Steering Group's constituent members. This body should have the roles of:

- monitoring the timely implementation of the SEMMMS strategy as spelt out in this document;
- monitoring and co-ordinating the implementation of the strategy to ensure that the strategy's full benefits are attained;
- monitoring the impact of related policy and development issues to ensure full compliance with the philosophy combined in the SEMMMS strategy
- communicating news of progress on the strategy's implementation by continuing the consultation and participation activity initiated by this study.

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## **3.16 Appendix 2: Capital Bid for 2005/6 - 2010/11**

# 3 South East Manchester Multi Modal Study Implementation Plan

Scheme	2006/7						2006/2007 Reserve Schemes*						2007/8					
	C	M	S	T	PTE	C	M	S	T	PTE	C	M	S	T	PTE			
<b>Area Wide Initiatives</b>																		
Consultation/ publicity																		
Monitoring Strategy																		
Studies																		
<b>Sub Total</b>																		
<b>Transport Change</b>																		
School Travel Plans																		
Behavioural Change																		
Urban Regeneration:																		
Community Safety																		
Town and Local Centres																		
Employment Centres																		
Street scene inputs																		
<b>Sub Total</b>																		
<b>Roads (major scheme prep)</b>																		

Refunds for major scheme preparation costs will result in the sub totals against each heading being increased by a proportionate amount

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Scheme	2006/7						2006/2007 Reserve Schemes*						2007/8					
	C	M	S	T	PTE	C	M	S	T	PTE	C	M	S	T	PTE			
<b>Rail</b>																		
Rail Development Zones				20				40						25				
Infrastructure					240								100			500		
<b>Sub total</b>				<b>20</b>	<b>240</b>			<b>40</b>					<b>100</b>	<b>25</b>		<b>500</b>		
<b>Bus</b>																		
QBC Compl/Feeder Works		124	300	20	155			300			285	128	150	25				
Non QBC Route Impts				20									150	25				
Bus Stations/Interchange					100											100		
Accessibility													100					
School Bus schemes					255			65										
<b>Sub Total</b>		<b>124</b>	<b>300</b>	<b>40</b>	<b>5100</b>			<b>365</b>			<b>285</b>	<b>128</b>	<b>400</b>	<b>50</b>		<b>300</b>		



# South East Manchester Multi Modal Study Implementation Plan 3

Scheme	2006/7						2006/2007 Reserve Schemes*						2007/8					
	C	M	S	T	PTE	C	C	M	S	T	PTE	C	C	M	S	T	PTE	
improvements, e.g. improved bus services																		
Scheme	2008/9						2009/10						2010/11					
	C	M	S	T	PTE	C	C	M	S	T	PTE	C	C	M	S	T	PTE	
<b>Area Wide Initiatives</b>	114	350				114	114	350				114	114	350				
Consultation/ publicity			10	5					10	5					10	5		
Monitoring Strategy	10		20	15	10				20	15	10				20	15		
Studies																		
<b>Sub Total</b>	<b>10</b>	<b>114</b>	<b>350</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>114</b>	<b>350</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>114</b>	<b>114</b>	<b>350</b>	<b>30</b>	<b>20</b>	<b>10</b>	
<b>Transport Change</b>	55					55						55						
School Travel Plans		400		80				400		80				400		80		
Behavioural Change		66	80	25				66	80	25				66	80	25		
Urban Regeneration:		520				520		520				520		520				
Community Safety																		
Town and Local Centres		200	400		200			200	400		200			200	400		200	
Employment Centres		500	25					500	25					500	25			
Street scene inputs		200	25					200	25					200	25			
<b>Sub Total</b>	<b>55</b>	<b>986</b>	<b>280</b>	<b>555</b>	<b>255</b>	<b>255</b>	<b>986</b>	<b>280</b>	<b>280</b>	<b>300</b>	<b>255</b>	<b>986</b>	<b>986</b>	<b>280</b>	<b>215</b>	<b>215</b>	<b>215</b>	
<b>Roads (major scheme prep)</b>	<b>200</b>					<b>100</b>						<b>100</b>					<b>500</b>	

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Scheme	2008/9					2009/10					2010/11					
	C	M	S	T	PTE	C	M	S	T	PTE	C	M	S	T	PTE	
<b>Rail</b>																
Rail Development Zones				20												
Infrastructure			100		500			100		500			100		500	
<b>Sub total</b>			<b>100</b>	<b>20</b>	<b>500</b>			<b>100</b>		<b>500</b>			<b>100</b>		<b>500</b>	
<b>Bus</b>	285					200					200					
QBC Compl/Feeder Works		128	150	15			128	150	25			128	150	10		
Non QBC Route Impmts			150	10	200			150	10	200			150	10	200	
Bus Stations/Interchange					150					200					270	
Accessibility			100					100		50			100		50	
School Bus schemes																
<b>Sub Total</b>	<b>285</b>	<b>128</b>	<b>400</b>	<b>25</b>	<b>350</b>	<b>200</b>	<b>128</b>	<b>400</b>	<b>35</b>	<b>400</b>	<b>200</b>	<b>128</b>	<b>400</b>	<b>20</b>	<b>470</b>	



# South East Manchester Multi Modal Study Implementation Plan 3

Scheme	2008/9					2009/10					2010/11				
	C	M	S	T	PTE	C	M	S	T	PTE	C	M	S	T	PTE
<b>Use of Roadspace</b>	400					400					400				
Cycle Route Impts		170	100	43			170	100	130			170	100	130	
Disabled Facilities at Signals			50					50					50		
Key Pedestrian Route Impts		163	75	60			163	75	90			163	75	90	
Traffic calming/20 MPH Zones			50	75				50	50			550	50	40	
Home Zone									200					323	
Denton Blueprint															
Direction Signing			100					100					100		
Traffic Management/SCOOT			100					100					100		
<b>Sub Total</b>	<b>400</b>	<b>333</b>	<b>500</b>	<b>178</b>		<b>400</b>	<b>333</b>	<b>500</b>	<b>470</b>		<b>400</b>	<b>333</b>	<b>500</b>	<b>583</b>	
<b>Freight</b>			<b>142</b>					<b>142</b>					<b>142</b>		
<b>Maintenance</b>	300	20				300	20				300	20			
Footways and Carriageways			500	280				500	263				500	250	
Street Lighting			200	100				200	90				200	90	
<b>Sub total</b>	<b>300</b>	<b>20</b>	<b>700</b>	<b>380</b>		<b>300</b>	<b>20</b>	<b>700</b>	<b>353</b>		<b>300</b>	<b>20</b>	<b>700</b>	<b>340</b>	
<b>TOTAL</b>	<b>1250</b>	<b>1581</b>	<b>3147</b>	<b>1188</b>	<b>870</b>	<b>1250</b>	<b>1581</b>	<b>3147</b>	<b>1188</b>	<b>920</b>	<b>1250</b>	<b>1581</b>	<b>3147</b>	<b>1188</b>	<b>990</b>
NB GMPTE is also bidding for £6.4 million revenue contribution for SEMMMS improvements, e.g. improved bus services															

Note:

### 3 South East Manchester Multi Modal Study Implementation Plan

The major highway scheme, resulting from the SEMMMS study, that the Government requested is at a critical stage of development. Government is now considering the technical (traffic, design, environmental and economic) work submitted in July 2004 and the PFI Expression of interest. A decision on whether the Government wishes to proceed with the scheme is hoped for in April 2006. The approval for the continued development of the highway scheme will have a very significant effect on the SEMMMS finances for 2006/07. Approval, linked with the submitted scheme development programme, will require major progress to an expected planning submission in early 2007 (and public inquiry late 2007). The work will encompass consultation, highway design, economic and environmental appraisals, traffic assessments and legal processes.

\*The allocations in the reserve schemes column give an indicative programme in 2006/07 subject to a refund of the design/preparation costs of the major scheme from Government