



Chapter

03 >

- 3.1 Good progress has been made in 2002/03 in beginning to tackle the significant problems that have been identified in the Greater Manchester part of the multi modal study area. A mixed range of schemes under the strategy prepared for the study area by the Government's consultants in consultation with local communities is underway. Momentum is growing in the Greater Manchester SEMMMS area as scheme delivery accelerates. What this is demonstrating is that significantly enhanced levels of investment across a focused geographical area can quickly be transformed into noticeable progress on the ground.
- 3.2 Collectively the various schemes are addressing the following issues:
- *Congestion reduction*
 - *Relieving the worst affected communities of the impact of through traffic*
 - *Increasing public transport use*
 - *Reducing operational difficulties for buses*
 - *Improving conditions for walking and cycling*
 - *Reducing traffic accidents*
 - *Reducing the emissions of greenhouse gases*
 - *Improving access to essential facilities such as hospitals and schools*
 - *Supporting the urban regeneration of town and local centres in the study area and enhancing the viability of the Regional Centre*
- 3.3 These problems are deep seated and will need a consistent and sustained approach to tackling them through a variety of initiatives over a number of years. This chapter contains our bid programme for 2004/05. The SEMMMS Strategy however covers a 20 year period, such is the nature of the problems that need to be addressed.

Minor Works Schemes in 2002/03

- 3.4 The main focus of progress in 2002/03 has been to design and consult upon schemes. The funding was only announced in March 2002 so the lead-in time for scheme delivery ate into the start of the programme year. It may be helpful to cross refer to the "SEMMMS Supplementary Statement" recently submitted to the Department explaining progress made in 2002/03 and our intentions for 2003/04. That statement contains a map identifying the location of schemes in Manchester, Stockport and Tameside delivered with the first tranche of SEMMMS funding. An encouraging start has been made in each of the strategy theme areas, which are:

- *Transport Change*
- *Roads (major schemes)*
- *Rail*

- *Bus*
- *QBC Major Scheme*
- *Use of Roadspace*
- *Freight*
- *Maintenance*

- 3.5 Under the Transport Change theme school travel plans and safer routes to school have been delivered at sites in Northern Moor, Manchester. In Tameside a number of street scene improvements providing urban regeneration benefits have been implemented at numerous locations in Hyde as well as in Denton and Longdendale. Urban regeneration based improvements under the Transport Change banner have also been delivered at Bramhall, Cheadle, Romiley, Hazel Grove and Wythenshawe, incorporating environmental improvements and street lighting upgrades. In addition, a SEMMMS wide study has been commissioned jointly by the Greater Manchester Authorities, Cheshire and Derbyshire to identify a five-year travel change strategy for the area.



Above: Street lighting improvements.



Above: Street lighting upgrades to car parking in Cheadle.



Right: Shows Cheadle centre at night.

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Above: Gladeside Parade after improvements. Above left: before improvements.

Example: Gladeside Parade, Manchester City Council

Thanks to a coordinated approach led by the regeneration agency, Wythenshawe Partnership, a multi-agency funding package, including resources from SEMMMS, has delivered a scheme that is already seeing reductions in crime, less anti social behaviour and an improved appearance of the run down Gladeside Parade in Wythenshawe.

In particular SEMMMS has seen new quality paving replacing old tarmac, new bollards, bins and lighting. Access to the shops has been improved for elderly residents and for mothers with prams. The road has been resurfaced, and pavements have been built out to create

safer crossing points and to rationalise car parking, which incorporates spaces for disabled drivers. Allied to the funding that has improved the security and appearance of the shop fronts and other community-based initiatives in the locality, the result has been impressive. A feeling of optimism is returning to Gladeside Parade.

“It’s definitely made the place safer and secure” says 65 year old Jean Cummins, a local resident of 42 years and the chair person of the Brownley Green Community Association. “A lot of thought has gone into it and I think these improvements will help get the community back together again!”

3.6 The theme under which most noticeable activity has been taking place is “use of roadspace”. Under this heading Manchester is delivering a large number of schemes ranging from traffic calming in residential areas, including in Benchill, one of the country’s most deprived wards, access improvements to town and district centres, casualty reduction measures at two locations and cycle improvements on Manchester Cycleway and cycle links to Manchester Airport.

3.7 Tameside has concentrated heavily on delivering more 20mph zones in the vicinity of primary schools and pedestrian route improvements while in Stockport measures have secured 20mph zones borough-wide, cycle network improvements in Edgeley, Adswold, Marple and Hazel Grove and junction improvements at various locations.

3.8 Some variations in emphasis have occurred across the area so that, for example, Stockport and Tameside have been making early headway on maintenance problems at numerous locations. Manchester has begun to address access issues to the Roundthorn industrial estate, a major employment site, under both the “freight” and “regeneration” themes. Jointly with GMPTC the City Council is funding a new bus/taxi access road as part of the regeneration of Wythenshawe town centre, to link with future Metrolink services. Without SEMMMS funding this road could not have been afforded.

The Manchester Cycleway is a 100km long route through the city, providing a safe and secure environment for cyclists. It is a key part of the city's regeneration and transport strategy.

Partners: SEMMMS, Manchester City Council, Transport for Greater Manchester, Greater Manchester Police, Greater Manchester Fire and Rescue, Greater Manchester Ambulance, Greater Manchester Road Safety Partnership, Greater Manchester Cycling Club, Greater Manchester Cycling Network, Greater Manchester Cycling Federation, Greater Manchester Cycling Schools, Greater Manchester Cycling Schools Partnership, Greater Manchester Cycling Schools Partnership.



Example: Yellow School Buses, Stockport

This pilot safety and security project started at Werneth and Harrytown schools at the beginning of the Spring term 2003. Three purpose built, fully accessible vehicles replaced services previously operated by conventional buses.

The aim was to reduce unruly behaviour and vandalism which had resulted in withdrawal of the service to one school after three arson attacks. Experience county-wide suggests that many children are deterred from travelling to school because of anti social behavior of this type.

Two buses were provided for Werneth, and one for Harrytown, for students resident in Brinnington. Features of the service are allocated seats, trained drivers dedicated to that route, seat belts, CCTV, fares paid in advance and a code of conduct signed by parents and pupils.

Early results are that 124 Werneth and 55 Harrytown students have been allocated passes, which can be withdrawn in the event of bad behaviour. 80% of these travel on any one day. Student behaviour on the buses has improved considerably, with fighting, vandalism and smoking now very rare. Parent and student reaction has been overwhelmingly positive.

Major Scheme Progress

- 3.9 Initial work on the SEMMMS QBC major scheme has focused on developing Whole Route Implementation Plans (WRIPS) for each of the 12 corridors. WRIPS documents are in the final stages of preparation after extensive consultation and refinement. WRIPS propose many measures that could be considered complementary to the QBC scheme, although they would not be funded by the major scheme itself. They are important in terms of developing the overall integrity and credibility of a corridor, giving it a "Quality Transport" dimension that is in line with wider SEMMMS objectives. Achieving this fully integrated approach will be at risk if a commitment to meeting our bid in full cannot be made. The QBC complementary measures are planned for funding from SEMMMS minor works resources.
- 3.10 Nevertheless, it is important to note that allocations that we are already receiving are welcome and complement the delivery of minor works which add value to the major scheme. These include, for example, various improvements to footpath and cycle links, improved surfacing and street lighting along routes that provide access to the QBC network and in the street environment through which the QBCs will run.

2003/04 Funding for SEMMMS Minor Works

- 3.11 A supplementary statement justifying the release of a withheld element of the 2003/04 SEMMMS minor works allocation was submitted to the Department for Transport in June. However, even with the retained £8M being made available, the full amount for works in 2003/04 would still fall £5M short of the £20M needed in this and subsequent years to address all aspects of the recommended strategy. In particular, as indicated above, the interaction between the SEMMMS minor works and the major scheme elements of the strategy is crucial and can only be secured with the full £20M per year funding. The SEMMMS supplementary statement is available with this APR.



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Bid for 2004/05

3.12 With the concerns raised in para 3.11 about securing the full level of funding necessary to deliver the SEMMMS strategy we have prepared a further bid for 2004/05. As last year, the bid proposals represent the initial deliverables of the 20 year SEMMMS strategy and derived from the consultant's five year draft implementation programme, endorsed by the Minister in March 2002.

3.13 The APR is the means by which we must submit our annual bid. We do so again in the context of an understanding that resources will continue to be made available for SEMMMS schemes, in addition to existing LTP levels of funding, over the period of the strategy.



Table 3.1 2004/05 Minor Works Bid Programme.

Measure	Scheme Type	MCC (£000s)		SMBC (£000s)		TMBC (£000s)		GMPTA (£000s)		GM SEMMMS Total (£000s)	
		CAPITAL	REVENUE	CAPITAL	REVENUE	CAPITAL	REVENUE	CAPITAL	REVENUE	CAPITAL	REVENUE
Travel change	School travel plans	300		300		150				750	
	Urban regeneration	1200		2000		450				3650	
	Travel Plans/ behavioural change	200		480		200		55		935	
Roads	Preparatory costs	300								300	
Rail				500				1000		1500	
Bus	Revenue service support								6140		6140
	Infrastructure	800		500		300		1505		3105	
Use of road space		1200		4000		1200				6400	
Freight		100		200						300	
Maintenance	Footway & carriageways	460	200	1000	538	900	120			2360	858
	Street lighting	100	68	300		300	75			700	
All measures		4660	268	9280	538	3500	195	2560	6140	20000	6998

Manchester

3.14 In Manchester SEMMMS investment in 2004/05 will continue to be based on the core themes of transport change and urban regeneration, the latter through the use of roadspace and enhanced safety. A range of measures will be implemented to deliver educational and 'hearts and minds' programmes, improve accessibility to local centres and employment opportunities particularly for those residential communities that serve them. The mixed use high street safety scheme piloted in Rusholme is now under way and will inform the development of similar schemes through SEMMMS in other District Centres.

This approach will introduce roadspace reallocation to increase safety for vulnerable road users and opportunities for urban design improvements.

3.15 The implementation of cycle routes linking people with extensive employment opportunities throughout Wythenshawe will continue to be provided in partnership with Manchester Airport, businesses, health and regeneration agencies. Traffic calming measures will reduce the chances of traffic being displaced onto adjacent streets as a result of the SEMMMS major QBC scheme works while enhancing road safety.



Stockport

- 3.16** Stockport Metropolitan Borough Council will continue to develop accessibility improvements in the town, district centre neighbourhoods and local centres. The program will enhance the number of walking and cycling schemes including continuing the development of off-road cycle links. Funding will also be used to support the Integrated Transport Corridor Programs, many of which are linked with the bus corridor improvements contained in the SEMMMS Quality Bus Corridor Scheme.
- 3.17** Other potential schemes include joint route management strategies and associated improvement schemes on the A6 and A523 linked with Cheshire and Derbyshire and an enhanced program of 20mph zones and other schemes identified as part of the Community Transport Planning process. Maintenance and signing schemes will be progressed, as will improvements in accessibility to rail and bus networks in conjunction with the GMPTA/E.

Tameside

- 3.18** Tameside MBC intends to continue its emphasis on smaller scale measures aimed at promoting more sustainable travel in the Denton, Hyde and Longdendale areas of the borough. Further street scene enhancements will improve the attractiveness of these towns and their surrounding local neighbourhood centres. Repairs to footways and carriageways, together with upgraded street lighting, will improve conditions especially for pedestrians on well-used routes. Measures to provide safer routes for cyclists within these areas are in prospect.

- 3.19** The implementation of 20mph zones in residential areas and close to schools will continue and there will be opportunities to introduce Home Zones in a number of locations. Increased emphasis will also be given to upgrading bus stop environments in local centres and on Quality Bus Corridor feeder routes. Further effort will be put into school travel plan initiatives and new behavioural change projects will be developed, together with partner authorities.

GMPTA/E

- 3.20** GMPTA intends to continue with a number of previously identified programmes designed to complement work on the major QBC scheme. Firstly, work to install RTPI on the routes covered by the QBC will continue from last year. Funding for this was not included in the original major scheme bid. Secondly, because some bus routes that run partly along a QBC actually start away from it, we intend to introduce measures to support both passengers and buses on these 'feeder' parts of the routes. These measures will comprise both bus stop/shelter improvements and bus priority measures.
- 3.21** Our programme of upgrading information at interchanges will continue. However, during 2002/03 we will have developed implementation programmes countywide for both the Interchange Strategy and the Rail Investment Plan. In 2003/04 we will therefore seek to use SEMMMS funding to significantly accelerate both of these programmes within the study area by carrying out physical improvements at interchanges, particularly rail stations. Behavioural change is an important element of this strategy and the project to encourage modal change and improve accessibility will be continued e.g. green travel plans for businesses and school travel plans. New schemes based in the community to encourage modal change will also be developed and implemented. This may include the provision of information and personal travel plans.



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SEMMMS Area Travel Change Project

- 3.22** The six Authorities in the SEMMMS area - Cheshire, Derbyshire, Manchester, Stockport, Tameside and GMPTA/E have been working together in 2002/3 and 2003/4 to develop a five year implementation plan for travel change elements of SEMMMS. Consultants have been appointed to write this implementation plan, and the building blocks will be laid in 2003/4 for the start of the main programme in 2004/5.
- 3.23** The SEMMMS travel change project will build on the existing travel behaviour change work already being undertaken in the SEMMMS area. There will be a core programme of direct intervention, based on the way in which travel behaviour change tools are delivered to households through workplaces, schools and to communities. A support programme of promotions, information, evaluation and maintaining travel behaviour change will assist the core programme.



Above: Car park improvements in Cheadle.

Major Scheme Preparatory Costs

- 3.24** Guidance explains the circumstances in which applications for contributions to major scheme preparatory costs will be considered and the ceilings which apply. Although we sought such funding support in last year's APR there was a feeling at the Department that our calculations did not fully take into account the likely full costs of the project and we were invited to make a new bid in this year's APR. Table 3.2 therefore details our bid for preparatory costs in 2004/05 and identifies the spend for which support will be sought in the following years to 2007/08.

Table 3.2 SEMMMS Major Scheme Preparatory Costs

Major scheme type	Authority	Scheme	Total preparatory costs (£000s)	Bid 2004/05 (£000s)	Future Years projected spend profile	
					05/06	06/07
Roads	Manchester	MALRW	1,267	355	312	283
	Stockport	MALRW	2,307	294	590	832
		A6 Bypass	10,327	4,288*	1,770	2,496
Metrolink/ Rail	GMPTA	Extensions from Stockport Town Centre to Marple	815	360	129	
		Shared track use Manchester - Marple - New Mills	985	300	291	
		Extensions from Stockport Town Centre to Airport	720	312	120	

*includes £3.405M for Highways Agency land acquisition.

Future Years Bid Programme

- 3.25 The following table sets out our bid programme up to 2006/07. This is consistent with the 5 year SEMMMS strategy recommended to Government. In the absence of indicative allocations for future years' funding for SEMMMS it is important that the SEMMMS Authorities in Greater Manchester maintain the profile of their programme in this way. We trust that resources will continue to be made available at the levels necessary to deliver the strategy.
- 3.26 The consultant's final report stressed that "the strategy recommended by the multi modal study must be implemented in its entirety if its benefits are to be fully realised. It is not possible to pick and choose elements from the strategy because they are apparently the most popular, or are easy or quick or cheap to implement." By the same token therefore the implementing authorities need to be given the full resources necessary not to have to pick or choose between elements because of insufficient funding. As the final report concludes, "the full benefits from the strategy will only be seen when it is implemented as a whole. If this should be proved not possible, the entire strategy will need to be reviewed".



Table 3.3 Future Years Minor Works Bid Programme

Measures	2005/06		2006/07	
	Capital (£000s)	Revenue (£000s)	Capital (£000s)	Revenue (£000s)
Travel change	5200		5200	
Rail	1850		1900	
Bus	2950	6140	2900	6140
Use of Road Space	6450		6450	
Freight	300		300	
Maintenance	3250	1001	3250	1001
All measures	20000	7141	20000	7141

- 3.27 The revenue issue has been a fundamental one from the start of the formulation of the SEMMMS strategy and despite numerous bids in which revenue resources have been sought this remains an outstanding and unresolved matter.