SEMMMS IMPLEMENTATION PLAN 2004

(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)

SEMMMS Steering Implementation Group

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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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Chapter 1 Introduction

Background

This supplementary submission is made in response to the request of the Department for Transport to clarify a variety of aspects of the works linked to the short, medium and long-term measures identified as a part of the South East Manchester Multi-Modal Strategy (SEMMMS).

The Government has provided funding to support the implementation of the SEMMMS recommendations for the last three Annual Progress Report (APR) settlements made through the Local Transport Plan (LTP) process. 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 submission is made 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 2005/6 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.

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.

This study was commissioned and managed by Government Office for the North West (GONW). GONW created a Steering Group which 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 polycentre 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 Roual 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 heavily reliant on public transport where access to and from these areas is becoming more difficult.

xi. The changing land use patterns has 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 chapter 3 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
- 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, especially the SRA, although representatives from Network Rail have attended some meetings.

On March 21st 2002, in responding to the recommendations of the multi modal study John Spellor, 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.

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 will focus 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 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.

Chapter 2 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;

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:

i. **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

ii. **For brownfield sites:**

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

iii. **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:

i. **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.

ii. **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

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

iii. **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:

i. **Regional Centres**

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

ii. **Town Centres**

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

iii. **Local Centres**

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

iv. **Village Centres**

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

v. **Airport**

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

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

The sub-objectives are to improve:

i. **Accessibility to health facilities;**

ii. **Accessibility to educational facilities;**

iii. **Accessibility to retail facilities (comparison and convenience);**

iv. **Provision of accessible transport for;**

- The mobility impaired

- The elderly
- Parents accompanying children

v. **Walking/cycling facilities in residential areas;**

vi. **Pedestrian crossing facilities in residential areas;**

vii. **Reduction in the impact of traffic on local communities;**

viii. **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 workforce.

Chapter 3 The SEMMMS Strategy

Introduction

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:

i. 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.

ii. 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.

iii. 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.

iv. 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.

v. 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.

vi. 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.

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. 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 routeing 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 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 in conjunction with the proposed urban metro services (see under Rail below), which includes proposals for enhancing services on the Manchester to Marple corridor.
- a link between Stockport and the Wythenshawe Loop (which forms part of the Metrolink Phase 3 Airport extension). Such a route would utilise the operational New Mills to Heaton Mersey freight line through the Mersey Valley and shared running with heavy rail services will be required. In this case interoperability between Metrolink and rail freight traffic will be required.
- 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/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

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.

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.

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, and in particular the Class 101 rolling stock be replaced as a matter of some urgency;

- 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. 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 Adswood;
- at Stepping Hill and Simpson's Corner on the Buxton Line;
- 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 mater 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.

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.

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 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 is 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.

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.

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:

i. monitoring the timely implementation of the SEMMMS strategy as spelt out in this document;

ii. monitoring and co-ordinating the implementation of the strategy to ensure that the strategy's full benefits are attained;

iii. monitoring the impact of related policy and development issues to ensure full compliance with the philosophy combined in the SEMMMS strategy

iv. communicating news of progress on the strategy's implementation by continuing the consultation and participation activity initiated by this study.

Summary

Table 7.1: Recommended Strategy – Summary

Measure	Agency	Cost	Timescale
Roads			
Alderley Edge Bypass	Cheshire County Council	£30m	2004-2006
A6 Reduced Scale Bypass (Bredbury – Hazel Grove)	Stockport MBC	£90m	2008-2012
A555/523 Reduced Scale Poynton Bypass (inc A523 improvements)	Cheshire County Council/Stockport MBC	£35m	2008-2012
A555 Reduced Scale MALRW	Cheshire County Council/Manchester City Council/ Stockport MBC	£45m	2008-2012
M60/M67/A57 Denton Interchange	Highway Agency	£10m	2004-2007
Metrolink			
Stockport Extension	GMPTE	£90m	2008-2012
Stockport-Rose Hill	GMPTE	£95m	2010-2015
Stockport-Airport	GMPTE	£70m	2010-2015
Rail			
Incremental Enhancements	GMPTE, Railtrack, TOCs, Local Authorities	£20m	2004-2006
Orbital Services	GMPTE, Railtrack, TOCs, Local Authorities	£20m	2005-2009
Urban Metro	GMPTE, Railtrack, TOCs, Local Authorities	£85m	2010-2015
Eastern & Western Links	GMPTE, Railtrack, TOCs, Local Authorities	£320m	2010-2020
Quality Bus			
Area-wide QBCs	GMPTE, Local Authorities	£25m	2002-2006
Enhanced QBCs	GMPTE, Local Authorities	£10m	2008-2012
Network In-filling	Public Transport Authorities	£5m	per annum

Measure	Agency	Cost	Timescale
Use of Road Space			
Area Wide Traffic Calming	Local Authorities	£20m	2002-2008
Maintenance and signing	Local Authorities	£20m	2002-2005
Freight			
Signing, Routing Strategy, Freight QP	Local Authorities less Regional Bodies + goods vehicle operators	£10m	2002-2005
Complement Road Investment	Local Authorities		2004-2012
Transport Change			
Established and Maintenance of Twenty Year Programme	GMPTE, Local Authorities	£70m	2001-2020
Urban regeneration	Local Authorities		2002-2012

Note: Table excludes on-going operating costs incurred by private sector operators. Table excludes annual maintenance and operating costs incurred by local authorities associated with major infrastructure,

Chapter 4 Funding Issues

The Framework and Basis of the Supplementary Bid

In submitting any bid for supplementary funding under APR procedures, authorities are required to address a series of issues including its relationship to the current LTP, information relating to both scheme specific and national targets and objectives, funding matters and the impact of the bid not being accepted. This section of the document will address this subject.

The Need for the Programme and Relationship with Current LTPs

The current programme of SEMMMS short / medium-term works was instigated following the Ministerial approval of the SEMMMS package of recommendations in March 2002. Although the SEMMMS proposals presented a twenty-year plan, it also identified a short/medium-term category of measures to be taken forward by local authorities through Local transport Plan processes. The specific range of measures under consideration in this document relate to proposals being undertaken by the above local highway authorities and GMPTA/E, with funding specifically approved under LTP processes (other recommendations, primarily those relating to heavy rail projects, lie outside the scope of this supplementary bid). This bid document provides a unified implementation plan for the SEMMMS measures and continues the work instigated through LTP Supplementary Bid approvals over the previous financial years. The measures are those specifically identified in the SEMMMS recommendations that was approved in March 2002 and thus, while note was made of the multi-modal study process in the authorities' 2001/02 – 2005/06 LTPs, no provisions for the funding of measures, or the implementation of works was made. For the authorities to continue the process already begun supplementary bid approval is necessary.

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.

Scheme Outputs / Objectives and National Targets

In the SEMMMS study, the recommended strategy was subjected to the Multi-Modal Study appraisal process and it was also reviewed against the context of its contribution to the delivery of the Government's Ten Year Transport Plan. It should, of course, be remembered that the SEMMMS strategy worked to a 20-year vision. The recommended SEMMMS strategy was examined as to 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 :

- 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.

These objectives were further developed by reference to the authorities LTPs (these again strongly linked to national objectives and targets) specifically identified problems, issues and opportunities of the study area. This process led to five core objectives (that were further defined by a series of specific sub-objectives) :

- the promotion of environmentally sustainable economic growth;
- the promotion of urban re-generation;
- the improvement of amenity, safety and health;
- the enhancement of the Regional Centre, town centres and local and village centres and Manchester Airport; and
- the encouragement of the community and cultural life of neighbourhoods and social inclusion.

These objectives, outputs and targets are further enhanced and defined (and put into a local LTP context), along with the monitoring processes, in a following section of this submission - Objectives, Targets and Monitoring.

Finance and Local Priorities

As noted above, 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), 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.

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.

The SEMMMS Final Report noted that 'for the most of the measures there are no extant proposals within existing LTPs'.

Wherever possible, the authorities do supplement the programmes with contributions to schemes from the private sector and through alternative grant and partnership monies.

Impact If the Bid Is Not Approved

If the bid is not approved, a major funding source will be removed that currently sources the programme implementing the SEMMMS transport measures. The authorities would not be able to take forward the Study's proposals on the timescale envisaged with serious consequences on the delivery of the SEMMMS strategy.

There would also be a lost opportunity for the area in that the some of the transport problems identified by the study are not resolved, they will continue to worsen impacting on the lives of residents and impacting on the economic vitality of the area. Implementing the strategy will substantially improve the area's contribution to the Central Government and Local Government Associations agreed priorities for congestion, accessibility, road safety and air quality.

Chapter 5 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;
- 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;
- 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:

- Area wide travel change project

- 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
- Implementation of the Denton Interchange Scheme, the Alderley Edge Bypass and 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 included

- 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 completed

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
- 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 also being implemented across the area, focussed 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 which 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.

Transport Change

Behavioural Change is one of the key areas for delivery in the short to medium term and the SEMMMS authorities commissioned consultants to develop a travel change programme for the area which met the aspiration of the SEMMMS strategy and also builds on the good practice already established across the area.

This programme will be based on the following approach:

In the first period of the programme it is clear that it will be important to develop an approach capable of widespread application in subsequent years. It is suggested this should be in the style of a series of demonstration projects in order to effect real change and to show people what can be achieved. These projects should be seen to develop from the activities already underway and they should also comprise other techniques new to the area. Subsequently the programme should develop into a prioritised set of area-focused projects, dependent upon the need and potential for beneficial change and reflecting the schedule of infrastructure improvement across the area.

The core programme consists of three parts, based on the way in which different travel behaviour change tools are delivered to households – through schools, workplaces or communities / community groups. The programme is supported by four key elements to provide an 'enabling' environment and a supportive context for maximising change:

- a visible and attractive promotions programme to create an awareness of what is going on;
- consistent, clear and easily available and understandable information (e.g. timetables, maps, information about travel options, etc) to support the activity;

- monitoring and evaluation of change to provide feedback to the individuals participating and the communities generally, and of course to the decision-makers who are investing in the programme; and

- a maintenance programme for reinforcement and support over time.

The SEMMMS authorities are investigating how best this project can be delivered. The preferred option which is being developed involves a small central team to develop and co-ordinate projects with liaison 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.

In addition to this joint SEMMMS travel change project, the individual authorities are implementing a number of initiatives in this vein. The development of travel plans 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.

The review of the UDPs is being used as an opportunity to strengthen requirements for travel plans in new developments. The authorities, as part of the travel change project, 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 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 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.

The review of the UDP's and structure plans and the emerging Local Development Frameworks provide an opportunity to incorporate the SEMMMS strategy and philosophy into planning policy and this is understood by all the authorities.

The strategy emphasised the importance of improving the viability of the city, town, district and local centres and this is an ongoing activity across the area.

Manchester City Centre regeneration is a priority for the region and is achieving its aims and there is an increase in public transport access to the centre.

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.

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 to implement 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.

The schemes developed to meet the strategy are the subject of safety audits and safety issues will be taken into account when prioritising schemes.

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.

Public Transport Improvements

Public transport improvements both large and small scale will help to encourage people to choose to use public transport and will also enhance the experience for existing users.

Interchange

The strategy identified a number of interchange sites, including:

Altrincham

Manchester Airport

Stockport

Ashton-under-Lyne

Plans and schemes are being developed at all these sites to improve interchanges.

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.

Rail

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 focussed 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 (NWRA, 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's budgets, 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 SRA 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 NWRA and NWDA.

In the meantime, there is a need to make the most of the rail network within the present constraints. To progress rail improvements in the area a study will be let in 2004/05 to turn the recommendations of the SEMMMS study into specific rail corridor improvement strategies for each of the rail corridors in the SEMMMS area. These strategies will support bids for funding of improvements to the heavy rail network as well as identifying smaller schemes to be funded through SEMMMS.

The rail corridors for which strategies will be developed are:

- Manchester – Glossop,
- Manchester – Marple – New Mills – Chinley (via both Belle Vue and Hyde),
- Manchester – Stockport – Hazel Grove – Buxton (including link to Chinley),
- Manchester – Stockport – Macclesfield – Congleton,
- Manchester – Stockport – Wilmslow – Alderley Edge.

The remaining SEMMMS rail corridors, namely Manchester – Stockport – Altrincham and Stockport – Stalybridge will form part of a separate study, to be carried out at a later stage.

Possible measures to be considered in rail corridor improvement strategies include:

- Improved passenger facilities at stations (including enhanced information and personal security),
- Improved rolling stock (new or refurbished, providing enhanced passenger capacity and facilities),
- Improved access to/from stations,
- Facilities for park & ride and/or kiss & ride,
- Improved interchange with bus services,
- Improved off-network information,
- Revised fares and ticketing.

Some of the SEMMMS recommendations for development of the rail network – in particular those relating to an “urban metro” service – cannot be achieved without substantial infrastructure capacity enhancement in Manchester city centre. GMPTE will shortly be studying how this level of service could be achieved through use of light rail vehicles running on street in Manchester city centre. The lines where this approach appears to have most relevance are Manchester to Marple/New Mills and Manchester to Glossop.

In advance of this study, a number of rail schemes will be developed in 2004/05, based on the Greater Manchester Rail Investment Strategy, which identified short and medium term schemes.

LRT and “Urban Metro”

Besides supporting the existing proposal to extend Metrolink to Stockport via Didsbury, SEMMMS made the following additional proposals for LRT and urban metro:

- A cross-Stockport Metrolink extension, operating from Stockport to:
  - Marple (Rose Hill) leaving the town centre via a new alignment and then using the existing rail alignment through Bredbury and Romiley.
  - Airport via Wythenshawe using sections of route proposed for Metrolink Phase 3 west of Stockport and within Wythenshawe, with a short section of shared running with heavy rail near Sharston.
- Urban metro services on existing radial heavy rail lines to Manchester, operating at a four trains per hour minimum service and to a clock face timetable. The SEMMMS Final Report notes that the proposals for tram-train (i.e. use of light rail vehicles that would run

on-street within Manchester City Centre) in the Greater Manchester Strategic Rail Study (GMSRS) are consistent with the SEMMMMS strategy.

Sinclair Knight Merz (SKM) were appointed to carry out a critical review of the following aspects of the SEMMMS study work on the rapid transit lines, covering both the proposed Metrolink and urban metro routes.

The consultants' review recommended that, of the two sections of the cross-Stockport route, Stockport - Marple Rose Hill looked to have the stronger case. They also recommended that alternative routes for both sections of the cross-Stockport route should be investigated.

The review also recommended that an early upgrade to the Manchester – Marple services could be achieved through operation of hybrid diesel-electric railcars that meet heavy rail crashworthiness requirements. The use of hybrid diesel-electric railcars would permit future extension of the service into the Regional Centre using the Metrolink power supply.

In view of the need for substantial further work to identify an alignment for the cross-Stockport route, GMPTE is giving priority to developing the case for operating LRT-type vehicles ("tram-trains") on the Manchester – Marple via Bredbury route. This offers potential for implementation in stages, beginning during the five-year programme of works for the second Greater Manchester LTP.

A key requirement for the cross-Stockport route is the identification of an alignment for Stockport town centre. To progress this, GMPTE intends to invite a panel of European experts to propose solutions for integrating LRT into the town centre. This is being arranged through the LiRa European project.

Conclusion

The major schemes contained within the strategy, for example SEMMMS QBC, the road schemes, rail and Metrolink 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.

YEAR	Management	Promotions and Information	Delivery			Monitoring and Evaluation	Total Indicative Costs £ pa.
			Communities	Workplaces	Schools		
2003/04	Establish Stewardship Group. Establish Delivery Management Team.	Conduct briefing events for elected Members, Council senior management groups and a cross-section of staff. Prepare materials. Begin implement the Promotions and Information Strategy	Detailed preparation for 3 Demonstration Projects	Detailed planning of delivery	Detailed planning of delivery	Develop evaluation methodology for outcomes and establish SEMMMS-wide travel patterns and attitude survey	
Sub-total, Indicative costs	60,000 – 120,000 depending on option	1000,000	-	-	-	80,000	300,000
2004/05	On –going operations of Delivery Management Group	On-going implementation of Promotion and Information Strategy	Delivery of 4 Demonstration Projects – e.g. Wythenshawe, Hazel Grove, and Macclesfield and Stockport	Delivery of enhanced workplace programme in accordance with annual target	Delivery of enhanced schools programme in accordance with annual target	DMT and Deliverers to undertake before and after evaluation for each community Demonstration Project	
Sub-total, Indicative costs	200,000	100,000	800,000	200,000	200,000	80,000	1,580,000
2005/06	On –going operations of Delivery Management Group	On-going implementation of Promotion and Information Strategy	Delivery of 4 Demonstration Projects - St – SW Stockport, New Mills, Didsbury, Hattersley. Develop model delivery programme for implementation across wider SEMMMS	Delivery of enhanced workplace programme in accordance with annual target	Delivery of enhanced schools programme in accordance with annual target	DMT and Deliverers to undertake before and after evaluation for each community Demonstration Project. Major review of results of 7 Demonstration Projects.	
Sub-total, Indicative costs	200,000	100,000	800,000	200,000	200,000	80,000	1,580,000 +additional* total =£3.0m

2006/07	On –going operations of Delivery Management Group – may have changed in light of model programme	On-going implementation of Promotion and Information Strategy	Implementation of model programme	Delivery of enhanced workplace programme in accordance with annual target	Delivery of enhanced schools programme in accordance with annual target	DMT and Deliverers to undertake before and after evaluation for each community Demonstration Project	To be determined, but suggest about £6m
2007/08	On –going operations of Delivery Management Group – may have changed in light of model programme	On-going implementation of Promotion and Information Strategy	Implementation of model programme	Delivery of enhanced workplace programme in accordance with annual target	Delivery of enhanced schools programme in accordance with annual target	DMT and Deliverers to undertake before and after evaluation for each community Demonstration Project	To be determined, but suggest about £10m

Chapter 6 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. Manchester, Stockport, Tameside and the GMPTA also produced a supplementary submission in 2003 and Cheshire provided additional supporting evidence for their programme.

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.

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 2002-2003

Cheshire County Council

Bus

i. 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.

ii. Initial work took place on the QBCs between Macclesfield to Handforth and Macclesfield to Poynton via Bollington.

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 phase of works on Styal Road was 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.

Greater Manchester Passenger Transport Authority

GMPTA was awarded £0.968m for minor works in 2002/03.

i. This was used to introduce the first yellow bus pilot scheme in Greater Manchester, initiated in Brinnington at the beginning of the spring term 2003. Three purpose built, fully accessible buses were purchased to run routes to and from Werneth and Harrytown schools. Aiming to reduce incidents of unruly behaviour and vandalism (one service had been withdrawn following three arson attacks), thereby building confidence in school buses and promoting modal shift, the service has been very successful, leading to a bid for a greatly expanded network of yellow buses across Greater Manchester being submitted for 2004/5.

ii. Development work was undertaken on the Railplan, as a pre-requisite to developing specific schemes for improving stations, and on the Real Time Information project.

Manchester City Council

Manchester's SEMMMS minor works allocation for 2002/3 was £1.712m.

Traffic Management

As part of the minor work allocation the Council was able to accelerate its programme of community safety improvements through area wide traffic calming and speed management schemes, especially in Wythenshawe to mitigate against the effects of the traffic impacts of the regional facilities, industrial estates and M56 which bisects the area. In particular an innovative scheme involving a minimum of physical engineering measures commenced in Baguley and a 20mph zoning scheme was rolled out across Benchill, one of the most deprived areas of Greater Manchester.

Improvements in Wythenshawe Town Centre

SEMMMS also facilitated the assembly of a joint funding package with the PTA of some £950k for the construction of a new bus/taxi only road through Wythenshawe Town Centre as part of the £20m Forum refurbishment programme. This scheme, built over 2 programme years and concluding in 2003/04, delivers bus and taxi services into the heart of the revitalised town centre with its modern health, learning and retail facilities. It also anticipates Metrolink, bringing local bus services and pedestrian links into the centre, close to the planned Metrolink stop.

Vulnerable Road Users

Through SEMMMS, the Council also increased its planned spend on measures to improve safety for vulnerable road users in 2002/03, adding £775k to mainstream transport funding. Targeted SEMMMS actions also involved the promotion of Safer Routes to Schools, and improving longer distance cycle routes (with local connections to district centres, schools and other facilities introduced along their length) to more quickly achieve casualty reduction targets, promote school travel plans in line with SEMMMS stretched targets and secure modal shift.

District and Local Centres

Development work also took place in 2002/03 on identifying key local and district centres and other major trip generators in order to draw up a strategy to improve their image and local accessibility. Such improvements aim to help sustain centre activities and facilities and make them more accessible by bus, bike or on foot, to promote modal shift and reduce overall peoples' needs to travel. £250k was spent on strategy development and specific improvements to local links.

Stockport Metropolitan Borough Council

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

i. Preparation of major QBC and road schemes.

ii. A number of minor works schemes were progressed through design and consultation stages ready for implementation in 2003/4. These schemes included a number of accessibility improvements in district centres, cycling schemes in Edgeley, Adswood and Hazel Grove, two new 20mph zones in Cheadle Hulme and reallocation of roadspace to sustainable means.

iii. Maintenance was highlighted an an issue and money was spent improving the highway and on targetted Streetscene improvements around schools, Local and District Centres and the Town Centre, improving lighting, providing dropped kerbs and maintaining footways and carriageways.

iv. Improvements in maintenance of the network and Streetscene initiatives.

Tameside Metropolitan Borough Council

Tameside was awarded £1.34m for SEMMMS minor works in 2002/3.

i. 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.

ii. 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.

Progress 2003-2004

Cheshire County Council

Use of road space

A traffic calming scheme was completed in Pownall Park, Wilmslow. This project reduced vehicle speeds, discouraged rat running through a housing estate and provided a safer route for pedestrians/cyclists, including the Gorsey Bank Primary School "walking bus".

Styal Road Highway Maintenance

Phase 2 of the Styal Road Highway Maintenance scheme has been completed. Furthermore, the Prestbury village project has been much publicised and developed jointly with the community. The SEMMMS funding allocation is supported by the Borough and Parish Councils. The project will improve the local environment and safety and provide a reduction in the impact of traffic on the village.

Adlington Road Footbridge

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

Quality Bus Corridors

Work has continued along the Quality Bus corridors – Macclesfield to Poynton via Bollington, and Macclesfield to Handforth. Improved accessibility to buses has been provided through raised kerb and shelter provision. The purchase of three new low level entry buses were also provided for better access for those with impaired mobility and children's buggies. In

addition a highway maintenance programme of carriageway reconstruction and resurfacing has provided an improved passage for the 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 SEMMMS measures to date. It was proposed to complete work along the Poynton to Wilmslow to Airport corridor, but progress has been restricted as SEMMMS has not provided any additional revenue funding that the study recommended. Unfortunately no alternative revenue funding is available for 2004/05 along this corridor and therefore no capital allocation to complete work has been allocated in this year. However discussions are taking place with other organisations who maybe willing to contribute towards improving the corridor. If these discussions are successful it maybe possible to carry out improvements.

Handforth Town Centre

Initial development work was carried out on an improvement project in Handforth town centre project. Consultation processes are ongoing with County and Borough Council Members, traders, residents, local businesses and other interested groups. Any proposed scheme will be focused on improving the attractiveness of this local centre and increasing safety and accessibility. This is anticipated to be completed in 2005/6.

Safer Routes to School

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

i. Pedestrian and cycle improvements at Fulshaw Cross (Wilmslow), providing safer access to three schools.

ii. Provision of a cycle parking, a puffin crossing and other pedestrian improvements at Ashdene Primary on Knutsford Road, Wilmslow.

iii. Pedestrian Improvements at Lacey Green Primary in Wilmslow.

iv. Pedestrian improvements at Clumber Road, Poynton, for Vernon Infants and Junior schools.

v. 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

In 2003/04 GMPTA used their allocation of £1.92m (of which £0.896m was awarded in December 2002 and the remainder in October 2003) in the following ways:

i. The yellow school bus project was expanded into Tameside, at Alder Community High School. The project involved providing a service to a new school which 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 (see above) 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.

ii. Real Time Information: The extension of real time information to the SEMMMS area builds on the phase 1 system that is now being installed. Installation and testing of this has taken longer than anticipated but in January 2004 the first phase of software for the system was accepted. The contract for the second phase equipment, which includes SEMMMS was awarded and is being finalized

iii. 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 focussed on the south east of England.

iv. 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 (NWRA, 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.

v. Whilst acknowledging the need for investment in the south-east and Intercity networks there is a concern that, with immense pressure on the SRA's budgets, 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 SRA 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 NWRA and NWDA.

vi. Besides supporting the existing proposal to extend Metrolink to Stockport via Didsbury, SEMMMS made additional proposals for LRT and urban metro as described in Chapter 3: Sinclair Knight Merz (SKM) were appointed to carry out a critical review of the SEMMMS study work on rapid transit lines, covering both the proposed Metrolink and urban metro routes.

    The consultants' review recommended that, of the two sections of the cross-Stockport route, Stockport - Marple Rose Hill looked to have the stronger case. They also recommended that alternative routes for both sections of the cross-Stockport route should be investigated.

    The review also recommended that an early upgrade to the Manchester – Marple services could be achieved through operation of hybrid diesel-electric railcars that meet heavy rail crashworthiness requirements. The use of hybrid diesel-electric railcars would permit future extension of the service into the Regional Centre using the Metrolink power supply.

    In view of the need for substantial further work to identify an alignment for the cross-Stockport route, GMPTE is giving priority to developing the case for operating LRT-type vehicles ("tram-trains") on the Manchester – Marple via Bredbury route. This offers potential for implementation in stages, beginning during the five-year programme of works for the second Greater Manchester LTP.

    A key requirement for the cross-Stockport route is the identification of an alignment for Stockport town centre. To progress this, GMPTE intends to invite a panel of European experts to propose solutions for integrating LRT into the town centre. This is being arranged through the LiRa European project.

Manchester City Council

For 2003/04, the SEMMMS allocation of £3.495 was made available in 2 stages, with £1.631m released through the December 2002 settlement and the balance of £1.864m coming on stream in October 2003.

i. Expenditure on area wide calming was stepped up in 2003/04 and a programme to improve walk and cycle connections to, and the quality of, some 20 neighbourhood centres throughout SEMMMS over the next 4 to 5 years was firmed up and work was undertaken on the first of those centres, with 2 being substantially completed. SEMMMS support continued on casualty reduction schemes, particularly in association with local centre enhancements, in the vicinity of schools and Wilmslow Road - the national pilot safety scheme for Rusholme High Street

ii. Working with the Airport, Groundworks Trust, Wythenshawe Regeneration and Health initiatives and other key partners, the development and provision of a strategic pedestrian

and cycle network for Wythenshawe began. Travel planning and complementary improvement schemes were undertaken at 6 schools and colleges in the area and preliminary studies were conducted with schools in Sharston, Benchill and Baguley. Some pedestrian and cycle routes were improved to major employment sites, including the hospital, business and industrial parks and cycle stands were erected in 2 high schools and a further education college.

iii. Public transport routes off the SEMMMS major QBC routes have benefited from stop environment upgrades, as have Airport Skyline services and a scheme to radically reorganise bus services on the 192 route in Piccadilly. The latter recognises problems of access at the terminal point in the Regional Centre, of several QBCs from the SEMMMS area of Manchester, Stockport and Tameside. The City is also working with Wythenshawe hospital and the PTE to extend bus services to the rear of the hospital and introduce a bus turnround and enhanced waiting area at the maternity unit, supported by SEMMMS funding.

Stockport Metropolitan Borough Council

In 2003/4, Stockport used their SEMMMS allocation of £5.212m in the following ways:

i. Expansion of the 20mph zone concept, including zones at 5 primary schools.

ii. Establishment and implementation of school travel plans with primary schools.

iii. Continued development of accessibility improvements in the town centre and district centres as well as neighbourhood and local centres including the provision of streetlighting improvements with centre-specific designs and improvements to car parks. This programme also enhanced the number of walking and cycling schemes able to be delivered and supported the programme of Integrated Transport Corridors, many of which are linked to the SEMMMS Quailty Bus Corridor schemes.

iv. Improvements in accessibility to the rail and bus networks, including

v. Continued establishment and implementation of community transport plans.

Tameside Metropolitan Borough Council

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.

i. The resources allowed further progress in improving the attractiveness of district and local centres and improving safety and amenity through the implementation of 20mph zone measures in Denton in the vicinity of schools, street scene improvements in Denton, Hyde, Mottram and Broadbottom, improvements to key pedestrian routes in Hyde and Denton, together with street lighting, carriageway and footway improvements. Heritage street lighting was provided in part of Denton town centre.

ii. In the second year of SEMMMS funding, the Council developed further new programmes targeted at delivering the SEMMMS strategy. Good progress is being 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 are now 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 will be carried out in 2004/5. This work is 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.

iii. Work has started on implementing cycle facilities 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 have been 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 require co-ordination with the redesign and rebuild of the bus station by the GMPTE that is currently ongoing. A delay to the bus station scheme has resulted in the commencement of work on the taxi rank being deferred to 2004/5.

iv. 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 has 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, have 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 have been 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.

v. 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 has enabled the Council to develop a further scheme at the Baslow Road area, Haughton Green. Extensive consultation was carried out in 2003/4 and works are planned to start in 2004/5.

vi. Other works in the SEMMMS area have been funded from the mainstream LTP programme and the Council's own resources. These include 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 have also been secured through the planning process and from the SEMMMS QBC major scheme.

vii. 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 which 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 (see above) 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.

2004-2005

Cheshire County Council

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

For the major roads development the joint authority design process is continuing (shared with Stockport and Manchester Councils) and £220,000 of Cheshire CC funds have been identified for the work. This is a reduced provision and it will have some implications on some shorter-term activities in the programme – formal scheme approval, the planning application submission and some aspects of preparatory work on SEMMMS highway schemes outside of the major cross-authority proposals. However the allocation is consistent with a programme that is geared to providing an application for the continued development process (and provisional funding approval) of the major highway schemes as part of the Council's Annual Progress Report (APR) LTP submission in July 2004 and there

would be limited impact on expected construction dates. Such a programme will allow for the completion of detailed discussion with the DfT on a variety of funding, assessment and scheme delivery issues. It should be noted that an element for Scheme Development has had to be included in this programme to provide for the continuation and development of Poynton Bypass, MAELR and A523 realignment projects.

Greater Manchester Passenger Transport Authority

Funding of £1.92m has been allocated for 2004/05. The programme is as follows:

i. Real Time Passenger Information: the existing Phase 2 contract (for QBCs funded through the Minor Works programme) will be extended to include work on the corridors covered by the SEMMMS major QBC scheme (which did not include the provision of RTPI). The work to be undertaken would comprise: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. Because some of the bus routes that run partly along a QBC actually start away from it, the intention is to introduce measures to support both passengers and buses on these 'feeder' parts of the network. These measures will comprise both bus stop/shelter measures and bus priority measures.

ii. The Palatine Road/Church Road junction is 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 is not, however, included in that scheme. The proposed work involves signalizing the junction and furnishing it with Selected Vehicle Detection equipment to ease movements to and from the Airport bus corridor.

iii. Minor on-highway bus measures to allow for improvements to assist buses at other locations where they currently experience delays

iv. Improvements at Bus Stops on Airport QBC Routes. The major QBC scheme bid did not extend full QBC treatment to the Airport routes. Funding will enable the upgrading of bus stops to QBC standard, including the provision of shelters, raising of kerbs, providing tactile paving etc in accordance with GMPTE's design guidance.

v. Yellow School Buses.The successful pilot schemes already operating in Stockport and Tameside will be extended. An additional two vehicles will be purchased, one to increase capacity at Brinnington, where the existing scheme is now oversubscribed, and the other for new scheme a school in Denton. By addressing safety and security issues associated with school transport parents will be more confident in allowing children to travel to school by bus, rather than by car.

vi. Rail Station Improvements. Notwithstanding work to secure more investment in the north west's rail network, there is a need to make the most of the network within present constraints. To progress rail improvements in the area a study will be let to turn the recommendations of the study into specific rail corridor improvement strategies for each of the rail corridors in the SEMMMS area . These strategies will support bids for funding of improvements to the heavy rail network as well as identifying smaller schemes to be funded through SEMMMS.

- The rail corridors for which strategies will be developed are:
  - Manchester – Glossop,
  - Manchester – Marple - New Mills – Chinley (via both Belle Vue and Hyde),
  - Manchester - Stockport - Hazel Grove – Buxton (including link to Chinley),
  - Manchester - Stockport - Macclesfield – Congleton,
  - Manchester - Stockport - Wilmslow - Alderley Edge.

The remaining SEMMMS rail corridors, namely Manchester - Stockport – Altrincham and Stockport – Stalybridge will form part of a separate study, to be carried out at a later stage

Possible measures to be considered in rail corridor improvement strategies include: improved passenger facilities at stations (including enhanced information and personal security); improved rolling stock (new or refurbished, providing enhanced passenger capacity and facilities); improved access to/from stations; facilities for park & ride and/or kiss & ride; improved interchange with bus services; improved off-network information and revised fares and ticketing

- In advance of the outcome of this study, a number of 'quick win' schemes, consistent with the Railplan, will be pursued. These will include the first phase of a scheme at Cheadle Hulme and initiatives at stations on the Airport line, including East Didsbury and Davenport. These are focused on the central themes of GMPTE's Rail Investment Plan, namely 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.

- Some of the SEMMMS recommendations for development of the rail network – in particular those relating to an "urban metro" service – cannot be achieved without substantial infrastructure capacity enhancement in Manchester city centre, GMPTE will be studying how this level of service could be achieved through use of light rail vehicles running on street in Manchester city centre. The lines where this approach appears to have most relevance are Manchester to Marple/New Mills and Manchester to Glossop.

Manchester City Council

Total funding of £3.495m for Manchester SEMMMS minor works has been allocated for 2004/05. A summary of the approved programme is set out below:

Urban Regeneration, £1,025k

Work is to be carried out on a number of urban improvements schemes to neighbourhood centres including those in Burnage and Wythenshawe.

Northmoor Road, the main distributor through the Northmoor Home Zone area, is to be subject to a joint funding initiative with Housing to improve the local environment and access to it.

Improvements are to be carried out at the Roundthorne Industrial Estates where proposals for a new access route into the estate are to be taken forward.

Use of road space £1,160k

Work will continue to provide a cycle route linking Manchester Airport with the City Centre with further facilities to be introduced along the A560 Altrincham Road

The Manchester Cycleway will be enhanced with the upgrading of the existing informal footpath on the former Stockport Branch Canal for both pedestrians and cyclists.

In the vicinity of the Sharston Industrial Estate surface level pedestrian access improvements are to be introduced to prepare for the closure of existing pedestrian subways.

As part of a package of traffic management schemes, safety initiatives are to be introduced at School Lane Didsbury, the location of two schools. A new puffin is to be installed on Hyde Road and improvements are to be made to improve pedestrian access on routes to Levenshulme railway station.

Bus Infrastructure £350k

A total of £350k has been allocated for bus infrastructure improvements. This includes work for improved public transport access, including the area around Wythenshawe Hospital, additional funding to support the Rusholme Safety Scheme and additional support for the SEMMMS major QBC.

Travel Plan Issues £500k

Travel Plans will play a major part of new initiatives within the SEMMMS area and includes funding for the SEMMMS Travel Change Team and the introduction of 24 school travel plans.

A further £460k has been allocated for preparation of the SEMMMS major scheme submission and for capital maintenance projects within the SEMMMS area.

Stockport Metropolitan Borough Council

Funding of £6.96 million has been made available to Stockport Council for SEMMMS measures in 2004/5. This is principally to be used as follows:

i. Continuing development and preparation work for the SEMMMS New Relief Road Scheme, including design, environmental assessment and public consultation and participation.

v. Reallocation of roadspace: these schemes include 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.

vi. Work is also programmed to start 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 users and horse riders, and will integrate with other similar strategic routes, such as the Middlewood Way and the Trans Pennine Trail.

vii. Transport change schemes: A number of travel planning initiatives are also being progressed. The Council's Green Travel Co-ordinators are using SEMMMS funding to work with businesses in two specific areas of the Borough which have accessibility or congestion problems:

viii. On Bird Hall Lane, Adswood, 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 will include 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.

ix. At Bredbury Industrial Estate – the Council is working closely with businesses on the estate and is currently involved in the early stages of 3 separate travel plan developments. The ultimate aim would be 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 currently being experienced. A feasibility report on this "Triangle" is being undertaken. A combination of infrastructure improvements and Green Travel plan implementation will compliment each other.

x. In addition, Stockport is continually working to try to reduce the school travel burden on the road network. In 2004/5, it has become a particularly important area of work as a number of primary school closures are planned. SEMMMS funding is to be utilised to ensure that travel patterns are understood, and that any changes in those patterns as a result of the closures are dealt with as best possible. In addition, there will be resources dedicated to improving cycle facilities a schools across the Borough, improving school crossing patrol provision and the creation of better walking routes to schools.

xi. A number of urban regeneration schemes are also being progressed in line with the SEMMMS strategy. The Council is continuing with its programme of accessibility improvements to district and local centres, including improvements to pedestrian routes and crossings, streetlighting, car parks, and access to stations. In Stockport town centre, eight urban regeneration schemes aimed at creating a more accessible and attractive urban environment are being designed and implemented.

xii. Bus schemes: SEMMMS funding from GMPTA/E is being utilised on the SEMMMS QBC corridors B (Stockport to Hyde), D (Stockport to Marple), E (Stockport to Cheadle Hulme), F (Stockport to Cheadle), H (Stockport to Urmston) and M (Stockport to Reddish/A57). See the separate section on joint initiatives (below) for details of QBC programmes.

Tameside Metropolitan Borough Council

Funding of £2.625m has been provided for SEMMMS minor works in Tameside. The planned programme of works is summarised below.

i. Transport Change: Works are planned to implement on-highway measures associated with school travel plans agreed in 2003/4. Work with schools will continue to develop further school travel plans.

ii. Urban Regeneration: A scheme is proposed for Hyde town centre which will complement the rebuilding of the bus station that is ongoing and the taxi rank improvement now planned for 2004/5. Street scene improvements will be carried out in town and local centres.

iii. Bus: Bus stop improvement works will continue on feeder routes to the Quality Bus Corridors. These will provide an enhanced waiting environment and easier access to buses through the provision of raised kerbs. Other measures to assist buses and bus travel are planned on non QBC routes

iv. Use of Roadspace: A programme of cycle parking provision at town centres and other important trip attractors is being established and a start will be made on identifying cycle route improvements based on the borough wide cycle network endorsed recently by the Tameside Cycle Forum. Schemes to provide disabled facilities at existing signal controlled pedestrian crossings are planned. The programme of improving key pedestrian routes linking residential areas to town and local centres is continuing. Following speed surveys further traffic calming features will be introduced in existing 20mph zones schemes. These schemes are targeted at improving safety in the vicinity of schools. Consultation on the proposed home zone in the Baslow Road area of Haughton Green was carried out in 2003/4. Substantial resources are included in the programme for 2004/5 and 2005/6 for implementation of the scheme.

v. Footways, Carriageways and Street Lighting: Substantial funding has been included to allow 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 will be carried out.

Greater Manchester Passenger Transport Authority

Bus Measures

Bus measures will be focussed on supporting measures complementary to the major QBC scheme and on assisting the development of additional/higher quality services.

Real Time Passenger Information (£500k)

Objective: Improvement of amenity, safety and health (promotion of healthier transport modes)

The bid would allow the existing Phase 2 contract (for QBCs funded through the Minor Works programme) to be extended to include work on the corridors covered by the SEMMMS major QBC scheme (which did not include the provision of RTPI). The work to be undertaken would comprise:

- Work at shelters in advance of highway works
- Work at signal installations as they are upgraded
- Installation of equipment in buses running along the routes

Because some of the 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 network. These measures will comprise both bus stop/shelter measures and bus priority measures.

Church Road/Palatine Road, Northenden (£130k)

Objective: the enhancement of the regional centre, town centres and local and village centres and the Airport (improve public transport accessibility)

The Palatine Road/Church Road junction is 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 is not, however, included in that scheme. The proposed work involves signalizing the junction and furnishing it with Selected Vehicle Detection equipment to ease movements to and from the Airport bus corridor.

Minor on-highway bus measures (£200k)

Objective: Improvement of amenity, safety and health (promotion of healthier transport modes)

This will allow for improvements to assist buses at other locations where they currently experience delays

Improvements at Bus Stops on Airport QBC Routes (£150k civils + £150k shelters)

Objective: the enhancement of the regional centre, town centres and local and village centres and the Airport (improve public transport accessibility)

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

Public Transport Accessibility

We also want to improve public transport accessibility & hence encourage modal shift by providing specialist vehicles to provide services to complement the existing bus network.

There are two such schemes in the 2004/05 programme:

i. Yellow School Buses (£250k)

Objective: Improvement of amenity, safety and health (promotion of healthier transport modes, provision of accessible transport)

This will be an extension of the successful pilot schemes already operating in Stockport and Tameside. The bid will cover the purchase of two vehicles, fitted with covert video cameras, for introduction in September 2003. One will increase capacity at Brinnington, where the existing scheme is now oversubscribed, and the other will be used at a school in Denton. By addressing safety and security issues associated with school transport parents will be more confident in allowing children to travel to school by bus, rather than by car.

ii. Rail Station Improvements

Objective: Improvement of amenity, safety and health (promotion of healthier transport modes)

The bid would allow for the first phase of a scheme at Cheadle Hulme and initiatives at stations on the Airport line, including East Didsbury and Davenport. These are focused on the central themes of GMPTE's Rail Investment Plan, namely 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. They are 'quick win' schemes that can be pursued in advance of the outcome of the rail corridors strategy study.

Joint Initiatives

Travel Change Project

The SEMMMS Travel Change Project: In 2003/4, Steer Davies Gleave were appointed to undertake a study in order to establish a framework for the implementation of the travel change elements of the SEMMMS strategy. The implementation of this strategy has now commenced, with the consideration of the appointment of a SEMMMS Travel Change team and an agreement to work together to jointly develop their area of work.

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 5 – will be produced in September 2004.

Major Scheme Progress

Quality Bus Corridors

2002/3

In March 2002, Government Office for the North West indicated funding would be provided across four financial years (2002/3 to 2005/6) to implement QBC treatments on 12 corridors in South East Greater Manchester, which include routes serving the airport. These corridors involve Manchester, Tameside, Stockport and Trafford Authorities.

Government Office for the North West allocated £3M Supplementary Credit Approval (SCA) for the financial year 2002/03.

Work undertaken focused on:

- Production of route improvement plans;
- Development of computer models to assess the impact of identified measures;
- Preparation of scheme costs estimates, assessment of timescale to deliver the schemes and formulation of an implementation programme;
- Cost – benefit exercises of bus measures;
- Financial analysis on the programme to identify risks;
- Development of a framework for quantifying scheme benefits and evaluating measures to be QBC funded and those that require other funding sources;
- Completion of the computer analysis for the optimum spacing exercise of bus stops;

In addition, plans were drawn up for:

- Hyde Road/Devonshire Street junction
- Chorlton District Centre
- Marple District Centre
- Hyde Road/Kirkmanshulme Lane
- Stretford District Centre
- A34 (Kingsway/Moseley Rd and Kingsway/Parrs Wood junctions)

Public consultation was undertaken on the Brinnington Corridor in Stockport, the Hyde Road/Devonshire Street Scheme in Manchester and a phase 1 consultation on the Stockport to Cheadle Hulme Corridor.

Two schemes were completed in Manchester, five in Stockport including a major corridor scheme in Brinnington, a Transportation Study was started in Tameside for Denton Town Centre and seven QBC treatments were completed in Trafford.

A public involvement programme for the design of improvements to the Chorlton District Centre, Manchester, was also developed.

Project planning resulted in the compilation of a set of Whole Route Implementation Plans (WRIPS) that would form the basis for the development of bus priority schemes across the SEMMMS QBC network.

2003/4

In July 2003 the project moved to fully accepted status, following the submission of a technical report to the DfT in June 2003. The project end date was amended to 31 March 2007 and the funding profile was revised to £2M in 2003/04, £6M in 2004/05, £8M in 2005/06 and £4M in 2006/07.

The actual 2003/04 budget was £2M Section 56 Grant issued plus £1.123M SCA brought forward from 2002/03. The last quarter of 2002/03 concentrated on developing, with the four SEMMMS districts, an indication of their scheme proposals to form the basis of a programme of construction work in 2003/04.

The schemes promoted were identified from the WRIPS (Whole Route Implementation Plans). This work had resulted in generally costed, preferred programmes from the Districts for 2003/04.

A review of bus stop locations and spacings was largely completed. Some site testing of the results was carried out on two of the Stockport corridors. The “reality” tests of the computer generated “ideal” locations do give rise to the need to refine any proposed changes in recognition of local features and private property frontage constraints and needs. The final stages in securing new stops and revised locations involve site visits with representatives of the District, the Police and the GMPTE, before embarking on frontager consultations and securing political approval and planning permission if an advertising shelter is involved.

Discussions with the Districts concerning the work that was being done by Faber Maunsell on the WRIPS corridors produced an improved understanding of overall costs of the programme and how this related to the indicative funding attached to the project.

Work was focussed initially on the WRIP proposals for the Stockport to Urmston Corridor as the model corridor against which all District agreement as to which treatments unequivocally offered the sort of bus benefits identified in the SEMMMS Annex E submission could be obtained. Such treatments were considered as “core QBC.” Similarly this work developed agreement as to those treatments which had less direct bus benefit but were non the less important to the overall integrity and credibility of the corridor as a QBC and as such could be considered as “possible core QBC.” Outside of these parameters there are treatments featured in the WRIPS, which invest corridors with a Quality Transport dimension over and above the DfT delivery requirements of Quality Bus Corridors. These may be considered as “non-core QBC.”

With all District agreement to the guiding principles developed against the Stockport - Urmston corridor as the model. The application to the other corridors in the SEMMMS programme ensured transparency, consistency, equity and agreement.

Analysis was undertaken to quantify the benefits of the bus based proposals. Use being made of snapshot data collected in June2002. This provided information on journey times/dwell times/delay at junctions and with continuous passenger survey data (which also provides journey time information, but excludes dwell times.) it was possible to establish reliable journey time and cruise speed information which could then be used in conjunction with costed “core” treatments to derive a validated cost/benefit understanding. This work

allowed an assessment to be made of the overall outputs and benefits that flow from a completed corridor and correlation to be made with the Annex E targets e.g. “a time saving of 5% has been applied to average peak and off peak journey times.”

In response to a meeting with the DfT, the focus in the first quarter centred on the preparation of a report for submission to the Department in June. The main tasks for this were:

- Identify the processes and timescales involved in making Traffic Regulation Orders
- Develop a Members/Chief Officers briefing pack covering the main principles and benefits to come from the overall QBC programme to pave the way for the major role the Districts will have in promoting and making the Traffic Orders.
- Continued refinement of the WRIPS for all the corridors and in particular at this juncture to establish more precisely the costings of the “core and “possible core” treatments and a prediction of the benefits that these should realise. This information would allow a prioritisation of the schemes on corridors.

2004/05

The £6M 2004/05 allocation is expected to comprise £3M Section 56 grant and £3M Supported Capital Expenditure (Revenue) SRE(R).

The main aspects of each district’s programme are summarised below:

- In Manchester, schemes will be completed in Rusholme, Chorlton District Centre, Barlow Moor Road/Mauldeth Road/Hardy Lane, Didsbury Village, Parrs Wood and Kingsway/Moseley Road/Birchfields Road.
- In Stockport, schemes are scheduled for completion in Bridgefield Street, at Portwood Roundabout and on Shaw Heath and Adswood Road. Following completion of consultation on the Stockport – Reddish/A57 corridor, implementation will commence on this scheme.
- In Tameside the main project being progress is the A57 Manchester Road. Technical work is to be completed on this scheme prior to any public consultation.

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 that the other SEMMMS major road schemes, already having funding approval in principal from the DfT. The scheme was granted planning approval in 2003 and detailed work on several aspects has been progressed. Both Side Road and Compulsory Purchase Orders were published in spring 2004 and a Public Inquiry on the schemes is anticipated later this year. Funding for the scheme lies outside the current provision for the SEMMMS works. A decision on the procurement process for the bypass will be made with reference to the Department, again independent of the current SEMMMS major road scheme finance considerations.

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) 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	The three authorities have led on the design of route and junction options as follows: • Bredbury to Bramhall: Stockport • Wilmslow Road to Manchester Airport: Manchester/Cheshire • Poynton bypass: Cheshire 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. Detailed design is in progress following completion of the 2003/4 consultation in preparation for a further stage of consultation in early 2005.
Environmental Assessment	Stages 1 and 2 completed. Stage 3 commencing imminently.
Public consultation	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 a newspaper to be produced in September 2004. A further stage of public consultation is planned for early 2005.
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.
GOMMMS Assessment	Consultants were appointed and are undertaking a comprehensive assessment of the scheme against Guidance on Methods of Multi Modal Studies (GOMMMS) guidance.
Annex E preparation	Following meetings with DfT officials, an Annex E submission, setting out the authorities' state of readiness to proceed, is to be 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 have been 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: 1. Reallocation of roadspace on relieved roads 2. Measures to mitigate any "rat runs" that may arise as a result of changing traffic patterns following the opening of the new road. 3. Measures designed to alleviate congestion at locations where

	traffic may increase as a result of the construction of the new road.

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 have 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 Ministry 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 from a number of sources to be able to fulfil the Ministry's request.

Chapter 7 2005/6 Programme

Overview

The bids for the 2005-6 programme are included in the Cheshire and Greater Manchester Local Transport Plan Annual Progress Reports. This funding 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 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

Quality Bus Routes

The 2005/06 Bid provides for the continuation of the work of previous years, with improvements planned for the completion of the Handforth – Wilmslow – Macclesfield, Bollington – Poynton and A523, Poynton to Macclesfield corridors. These improvements include the provision of new bus stops and shelters, raised kerbs, road markings, red patching and dropped kerbs.

Highway Maintenance

The Bid provides for the completion of maintenance work to the bus corridors of Handforth – Wilmslow – Macclesfield and Macclesfield – Bollington – Poynton. Maintenance work will continue along Styal road, Wilmslow. There is also provision in the bid for the up-grade of signing and lining and street lighting renewal.

Use of Road Space

Following the successful completion of the works in Prestbury, a similar improvement will be taken forward in Handforth, with safety, access and environmental measures. The scheme is being developed in close consultation with the local community and funding contributions are being sought from partners in the project. The scheme is proposed to start on site in March 2005, but with most of the work and spend completed in 2005/06 financial year.

Safer Routes to Schools

The establishment of the SEMMMS joint-authority Travel Change Team will provide the opportunity to develop cross-boundary initiatives and enhance 'best practice'.

The central focus of the Council's Safer Routes to Schools work will continue through the implementation of proposals arising from consultants' study work that have formed the basis of recent implementation work. The programme will be enhanced through the Council's decision to co-ordinate a very broad range of school travel issues through a central team, developing safety, school travel and 'education' aspects.

Travel Change

The travel change measures that have included the promotion, increasing awareness and marketing of improved transport services under SEMMMS will continue, with work in schools being a continuing focus. This work will continue under this 2005/06 Bid. The Council is supporting the establishment of the SEMMMS area joint-authority team whose work on travel change initiatives will commence this year. Limited revenue funding has restricted the promotion of some bus services but careful targeting will support services wherever possible.

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 completed, 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 Department. 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 late 2005 and significant support will be necessary. Currently Cheshire bears 35% of the costs of scheme development. Under this Bid, 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.

A summary of the programme proposed, and estimated costs, for 2005/06 is set out in Appendix 1.

Consultation

Consultation is a central and recurring theme of the SEMMMS proposals. The SEMMMS implementation authorities are, together, committed to the continued role of public participation and consultation. In Autumn 2003 the authorities published and circulated the fourth of a series of newsletters initiated through the SEMMMS work. It took the form of a newspaper outlining the progress of local SEMMMS works and initiatives. A fifth newspaper is planned for Autumn 2004.

Individually, all authorities consult on scheme proposals and more specifically invite participation in the generation of schemes (prime examples of this in Cheshire are the work on Prestbury and Handforth schemes which have involved community and interest groups and the Parish and District Councils). In relation to the major SEMMMS highway scheme proposals, 2003/04 has seen extensive consultation exercises, through leaflets, exhibitions and web-sites. This work will continue through the development of the schemes and is integral to the delivery of the proposals.

Beyond the external consultation/participation work, all the SEMMMS authorities work closely on the planning and delivery of proposals, learning from 'best practice' and co-operating in cross-border work. This consultation takes place both within the SEMMMS Implementation Group and external to it (for example in the joint authority Travel Change Team). The County Council, in addition, formally develops and approves the SEMMMS works programme in concert with Macclesfield District Council through the Macclesfield Joint Highways Committee.

Greater Manchester Passenger Transport Authority

In 2005-6 GMPTA will continue existing programmes to:

- upgrade bus stops (including raising of kerbs, provision of tactile paving)
- provide shelters
- implement minor on-highway bus measures to tackle locations where buses are subject to delay, particularly where these would complement the major QBC scheme
- Continue the programme to roll out RTPI
- Improve interchanges. Rail investment would be in accordance with the Railplan (ie with high priority given to safety and security, accessibility and information) and recommendations of the specific rail corridor strategies

Manchester City Council

Manchester will continue to support and implement the SEMMMS recommendations as set out elsewhere in the document and plan to spend some £3.495m in 2005/06 on a variety of measures and initiatives. The measures are grouped under a number of headings each supporting a wide range of outputs. Schemes will be implemented in consultation and partnership with the regeneration agencies and other partners within the SEMMMS area.

Transport Change

Proposed spend of £1.683m which will contribute to the following outputs:

- Reduce problems of congestion,
- Relieve the worst affected communities of the impact of through traffic,
- Help bring about increased use of public transport,
- Reduce traffic accidents and the emission of greenhouse gases,
- Improve access to essential facilities such as hospitals and schools and
- Promote the development of town and local centres.

Through Transport Change, Manchester will:

- Continue the roll out School Travel Plans (£313k),
- Influence Behavioural Change (£140k) and
- Contribute to Urban Regeneration initiatives (£1.23m), including work on issues surrounding
    - Community Safety
    - The prosperity and vitality of Town and Local Centres and
    - Employment Centres

Bus Improvement Schemes

Proposed spend of £455k which will contribute to the following outputs:

- Reduce problems of congestion,
- Help bring about increased use of public transport,
- Reduce traffic accidents and the emission of greenhouse gases and
- Improve access to essential facilities such as hospitals and schools

Measures will be implemented on both Quality Bus Corridors, (QBC's) and non–QBC's (£405k) and at Bus Station and Interchange points (£50k).

Use of Roadspace

Proposed spend of £947k which will address issues that:

- Reduce problems of congestion,
- Relieve the worst affected communities of the impact of through traffic,
- Reduce traffic accidents and the emission of greenhouse gases and
- Improve access to essential facilities such as hospitals and schools

The measures will look at new and improved cycle schemes (£320k), introduce new and upgraded pedestrian routes (£400k), implement traffic calming and 20mph zones (£200k) and examine signing issues including that for freight (£27k).

Area Wide Initiatives

Proposed spend of £150k which will look at initiatives covering consultation and publicity, monitoring the effectiveness of schemes and supporting the continuing work being undertaken by the Travel Change Team.

A further £100k has been allocated to Rail Station Development Zones which will be taken forward in partnership with the Greater Manchester Passenger Transport Authority.

Further measures are to be addressed through Capital Maintenance issues (£160k) including improvements to footways, carriageways and street lighting schemes.

Stockport Metropolitan Borough Council

Stockport Council is bidding for £9.280m to continue to implement the SEMMMS Strategy in 2005/2006.

Amongst the priorities for delivery will be the continuation of existing programmes including:

Travel Change

The Study of two further school area wide travel plans and the implementation of schemes in the areas already studied to encourage walking and cycling to school.

Council wide programmes to deliver 20mph zones around schools and school crossing patrol enhanced sites.

The development of area wide travel plans will continue focussing on the Hazel Grove employment areas and implementation of pedestrian and cycle improvements in the Bredbury and Birdhall Lane area employment areas.

Urban Regeneration

This has been a key area for targeted improvements to accessibility within Stockport. Work will continue to implement the agreed district centre plans but work is also commencing in a number of local centres with Streetscene packages of improvements and more in-depth studies of the larger local centres.

The Town Centre Masterplan will have been agreed and the first phase of accessibility improvements will commence.

Roads

Subject to the successful outcome of the Annexe E submission work will continue on developing the road scheme with consultation, completion of the Environmental Assessment and the application for planning permission all programmed for 2005/06.

Bus

The development of Integrated Transport Corridors to complement the work programmed for the SEMMMS QBC major schemes will continue with improvements to the Reddish and Didsbury QBC corridors programmed for implementation.

In addition, improvement to two non QBC bus corridors – Bramhall and Romiley – will continue and there is a targeted improvement programme to identified hot spots across the Borough.

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

Road Space Re-allocation programme will continue with the implementation of network audit identified schemes to improve road safety pedestrian and cycling facilities on the principal

route network. Community Transport Plans will be developed in further areas across the Borough and the existing plans are assisting in the prioritisation for implementing home and 20mph zones in residential areas with associated pedestrian and cycling improvements.

The Signing Strategy has been agreed and the review and implementation for directional signs will continue with an emphasis on local centre signage.

Strategic Pedestrian Route and Accessibility Improvement Programmes have been identified across the borough for implementation utilising parks and other green spaces to create places and walking routes.

The development of cycle routes including local network around Hazel Grove, Reddish and Cheadle will continue as well the development of the Marple – Stockport Multi User Trail. Local cyclists are identifying small, easy improvements and a programme will be developed to address these schemes.

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.

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.

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.

Tameside Metropolitan Borough Council

Tameside will continue to implement the SEMMMS strategy set out in this document. Subject to continued funding, it is planned to spend £2.625m in 2005/6 on a range of measures as set out below.

Area Wide Initiatives

Funding of £55k is allocated as Tameside's contribution to implementation of the SEMMMS wide monitoring strategy, area wide consultation/publicity and the central travel change team.

Transport Change

Proposed spend of £845k 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 (£100k)
- promote behavioural change through working with communities (£75k)
- contribute to urban regeneration initiatives (£670k) including works to encourage the prosperity of town and local centres and employment centres and improve safety for communities.

Measures to assist Public Transport

Proposed spend of £150k 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 (£100k) and, in partnership with the PTE, starting to develop and implement the rail development zone concept (£50k).

Use of Roadspace

Proposed spend of £675k 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 proposed to be implemented will provide new and improved cycle facilities (£110k), disabled facilities at signal controlled crossings (£90k), improvements to key pedestrian routes (£120k), completion of the Baslow Road area home zone planned to start works in 2004/5 (£100k) and further 20mph zone works (£225k) and review local direction signing (£30k), with the aim of improving the efficiency of traffic movement for freight in particular.

Maintenance

The SEMMMS strategy identifies the urgent need to address the backlog of maintenance in the area. Accordingly, resources of £900k are proposed for structural maintenance of footways and carriageways (£675k) and street lighting improvements (£225k). 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

GMPTE

The Bid

Scheme	Carried forward	2004/05 x£1000	2005/06 Bid x£1000		2006/07 Bid x£1000	
		Prog	Capital	Revenue	Capital	Revenue
School Buses, Denton & Brinnington		250				
Church Rd/Palatine Road		140				
Bus stop improvements + shelters		300	250		250	
on-highway minor works		200	200		250	
RTPI		500	500		500	
Bus measures		0	550		500	
Rail measures		490	1000		1000	
Topslice		40	60		60	
Total		1920	2560	6400	2560	6400

In 2005-6 GMPTE will continue existing programmes to:

- upgrade bus stops (including raising of kerbs, provision of tactile paving)
- provide shelters
- implement minor on-highway bus measures to tackle locations where buses are subject to delay, particularly where these would complement the major QBC scheme
- Continue the programme to roll out RTPI
- Improve interchanges. Rail investment would be in accordance with the railplan (ie with high priority given to safety and security, accessibility and information) and recommendations of the specific rail corridor strategies.

Major Schemes Programmes

The SEMMMS QBC programme will continue to be implemented across the area including schemes in the Trafford area which is sharing good practice and scheme development principles.

An Annexe to submission will be made for the SEMMMS New Relief Road in July 2004 and the programme indicates that the Stage 3 Environmental Assessment will be completed in Summer 2005 and that a planning application for the scheme will be submitted in Autumn 2005.

Assessment of the rail and Metrolink proposals within the study will continue.

Chapter 8 Future year implementation to 2010-11

Below, each partner authority sets out its vision for SEMMMS funding in its own area.

Cheshire County Council

CCC proposes to utilise its achievements to date to further develop its transport system according to the outline below. Although the individual themes of roadspace reallocation, transport change, public transport, network maintenance and freight will continue to be pursued, the proposals will be developed in a co-ordinated way to enhance the benefits and outcomes.

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 will include 'Real Time' information provision. Greater continuity in cross boundary services will also be pursued with the partnering authorities.

Highway Maintenance

A highway maintenance programme will continue with further provision for a joint approach along the Quality Bus Corridors. This has been already 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.

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

The provision of 'Safer Routes to School' will continue to be pursued with the development of school travel plans and the Council is working to more closely co-ordinate school travel. Improvements will involve some engineering measures to improve routes and in addition, the use of 'softer' measures in the schools will continue to be utilised to maximise effect and safety of the school children.

Travel Change

Allocations of funding for Travel Change will continue to promote use of the sustainable transport modes, the development of Travel Plans and promotion/marketing of the SEMMMS improvement projects. It will also provide for the joint working with the other SEMMMS partners and the support of the joint Travel Change team.

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. Agreed stretched LTP targets will be used for referencing in the monitoring process.

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 project.

Greater Manchester Passenger Transport Authority

Bus Measures

In the future GMPTA would expect to continue the programmes for bus stop and shelter upgrades, on-highway measures and real time information as described above, but would also wish to introduce measures to improve services. These would include:

- Supporting community transport. For example, providing a 'one stop shop for CT' to build on GMPTE's work with the Community Transport Association called to build capacity into the community transport sector facilitating good working practices and enabling the sector to compete for tendered demand responsive transport (DRT) services. In the Stockport area there are a number of community transport operators, which creates confusion for passengers in accessing their services. It is proposed that a 'one stop shop' call centre for the Stockport area be established exclusively for community transport. The aim is to identify peaks and troughs in service and dispatch vehicles accordingly from an agreed pool to areas of greatest need. This may include outpatient services, social services day care centres, or disabled people accessing food shopping. If successful, the 'one stop shop' could be extended to include other organisations such as Greater Manchester Accessible Transport Limited (GMATL), Local Authority transport services and Greater Manchester Ambulance Services.
- Supporting the development of a Quality Bus Network in the SEMMMS area. However, this would depend on the success in implementing such a concept in the Wigan area, which is being used as a pilot. Here, GMPTE is working in conjunction with operators, Wigan MBC and other stakeholders, to develop a Quality Network. The aim is to reallocate resources to provide a public transport network which, while remaining financially sustainable, increases the accessibility, by public transport, of employment opportunities and various amenities (education, healthcare, shopping and leisure). Other measures aimed at improving network stability, ticketing, safety and security, bus priority, reliability and punctuality are integral to the concept of the Quality Network.

  If it possible to implement a Quality Network in Wigan, it is anticipated that there will be modal shift in favour of public transport (mainly buses), thus consolidating the financial viability of the network. However, there are various barriers, in particular concern over breaching the Competition Act 1998. Nevertheless, if these barriers can be overcome and a Quality Network is successfully implemented in Wigan, it would be GMPTE's intention to develop a similar network covering the SEMMMS area and to use future funding could therefore be used in support of this
- GMPTA would also like to investigate with DfT the possibility of using SEMMMS resources to fund 'kickstart' schemes, to improve bus services in partnership with operators. An example of this would be an improvement to the Stockport - Bramhall -

Cheadle Hulme service, increasing the frequency on the route from every 30 minutes to every 15 minutes, Monday to Saturday. Significant growth in passenger numbers is anticipated by the operator, with a forecast 45% increase by the end of Year 3, with no subsidy required to continue the service. The operator would be committed to continuing the service on these terms for another two years, as required by the Urban Bus Challenge Kickstart conditions. The service improvements would be supported by the up-grading bus stops and pedestrian facilities, to improve passenger access to the improved bus service, improvements for buses at traffic congestion hot-spots, and the provision of new vehicles by the operator.

Rail Measures

Rail investment would be in accordance with the rail corridor strategies described above and also targeted at:

- 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)
- Information

Interchanges (bus & rail)

The Greater Manchester Interchange Strategy set standards for interchange locations (ranging from major bus or rail stations to groups of on- street bus stops). Improvements to information are being carried out from mainstream capital programme resources, but there are no resources in the capital programme for physical improvements. These include accessibility improvements, improving walking routes & providing facilities such as shelters, telephones, help points and CCTV (depending on the grade of shelter). A number of these schemes would be funded, particularly those facilitating bus-rail interchange, or those on QBCs..

Revenue Funding

The SEMMMS strategy called for an increase in service frequency across the study area. GMPTE estimated this at £5.9m a year at 2001 prices. Allowing for the rise in tender prices, this is now around £6.4m a year. This figure includes service enhancement/ frequency enhancement on QBC and network infilling as well as community transport schemes It should be noted that service enhancements would need to be in place for a minimum of three years to allow patronage to build up.

Manchester City Council

Transport Change

Manchester will continue working on school travel planning and is establishing a central travel planning team, with the equivalent of 2 posts in the team specifically dedicated to SEMMMS area to ensure both rapid progress on school, business and community travel planning and close liaison with the planned SEMMMS travel team. Joint working is planned with the Airport on the creation of a cycle hub and the expansion of its cycle centre and associated services to cover the hospital and Wythenshawe Town Centre.

In conjunction with Regional and local regeneration agencies, the Council plans to revive the Sharston and Roundthorn Industrial Estates and through Groundworks Business Link, consideration is being given to use the SEMMMS travel team to trial the development of estate travel plans for the 2 estates, where the majority of businesses are small to medium enterprises.

Urban Regeneration

Manchester's actions will focus on town, local and neighbourhood centres, including employment and regional facilities where there is considerable potential for "walk in catchment" and 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, thus contributing to greater social inclusion and local environmental betterment.

The ten main trip attractors/centres in the SEMMMS area of Manchester comprise a mix of district centres, business and industrial locations and key regional facilities as follows

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

Priorities for district centre image and access improvements will be informed by the City's Retail Strategy, the timing of environmental proposals funded through regional or EU regeneration budgets and through the timescales for major QBC proposals, with all retail centres on QBC routes. SEMMMS funding will be applied in conjunction with those other funding streams to complement them and enable the delivery of more integrated 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 introduction 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.

Didsbury and Northenden sit astride SEMMMS major QBC routes, in connection with which SEMMMS minor works funding will enable fully intregrated schemes to be developed, including protections for and improved pedestrian routes into, adjacent residential areas and short term parking for shoppers and servicing. Gorton Centre is on the northern edge of the Hyde Road (A57) SEMMMS major QBC scheme and on the southern boundary of New East Manchester Regeneration Limited's area. The Regeneration Company (set up following the recommendations of Lord Roger's Urban Renaissance Report and one of 3 National pilots) is leading on the preparation of plans to renew the district centre. As for other district centres, SEMMMS funding will be help upgrade the centre's appeal and improve links to it for local residents, with the timing in this case governed by the renewal and major QBC programmes.

Wythenshawe Town Centre is the subject of extensive renewal with a £20m project for the Forum procuring modern health, leisure and learning facilities. This is on the back of a recently completed and ambitious facelift and expansion of retail facilities including a new market centre and in anticipation of the benefits Metrolink will bring. As indicated above, the Town Centre improvements will serve to increase its wider appeal and, as such, will need complementing with strengthened bus, pedestrian and cycle links to surrounding housing and other key centres in Wythenshawe, which may wish to use the Town Centre. The City, The Wythenshawe Partnership and the PTA are currently assessing the location and quality of the existing bus station in respect of the future Metrolink stop and the changing shape of the Town Centre. A Wythenshawe Strategic Regeneration Framework is currently being drawn up which will inform future investment decisions and will have as a cornerstone, a transport strategy for which some SEMMMS funding support will be sought.

Sharston and Roundthorn Industrial Estates are the subject of regeneration strategies to modernise and expand them, increasing job opportunities for local people.

Funding is being sought to enhance road access to Sharston, including immediate pedestrian links and SEMMMS will add to the scheme by increasing cycle and pedestrian routes to local residential areas and enhancing signage to keep commercial traffic on local roads and off residential streets.

A transport and regeneration study of Roundthorn has just been undertaken and a new access road, together with junction improvements to the existing main estate access road, both with full pedestrian and cycle facilities, has been identified as needed to generally open up less accessible parts of the estate to help fill void premises and increase the appeal of the estate for businesses. SEMMMS funding will complement development funding to provide these improved accesses and help deliver a travel plan for the estate to reduce car travel to work, manage parking and help goods circulation. Metrolink along Southmoor Road will bring opportunities to allow the introduction of a north-south cycle route to serve the estate and complement on-going cycle and pedestrian improvements between Baguley and Roundthorn Industrial Estate.

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 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 link them to adjacent housing areas, to each other, and to Wythenshawe Town Centre. SEMMMS will mean that comprehensive routes can be put in place within the next 3 years and waiting, turnround and information points on bus routes serving them can be improved. Consideration is currently being given jointly by the PTA, the Hospital and the City as to how best to improve the mini bus station at the hospital to recognise their development plans and the location of visitor and outpatient entrances to attract more bus use for trips to the Hospital.

The City's emerging retail strategy will identify priorities for intervention, but 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. 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, with treatement concluded on 2 centres in Wythenshawe and 1 in Burnage. The improvement of a further 4 centres in Wythenshawe and one in Burnage will commence in 2004/05. Home Office and other security grants are also being sought to improve property security in these parades and agreements are being struck with tenants and landlords to ensure that finishes can be maintained and forecourts and grassed areas, where people gather, reflect the quality of the public realm.

Stockport Metropolitan Borough Council

Transport Change

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

With schools there is a three-part approach:

- area wide, school travel plan studies.
- council wide initiatives
- assistance to individual schools as requested.

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.

The council wide initiatives will focus on continuing to develop 20mph zones outside schools, implementing 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 six form 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.

Stockport will work with the proposed Central Travel Team to develop community based behaviour change programmes.

Urban Regeneration

Improvements in accessibility and the street scope 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 is being developed and will involve significant transport infrastructure changes to support the overall plan including improved pedestrian, cycling and public transport access to the town centre.

Rail

Stockport has started to develop the concept of station access zones and has a programme to improve pedestrian and cycling access to local rail stations whilst considering the potential for interchange and the provision of local park and ride sites.

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.

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.

The Use of Road Space

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, pedestrian and cycling improvements in primarily residential areas.

Network Audits have taken place along the principal road network to ensure that and 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.

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.

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.

SEMMMS identified that maintenance is a key issue for local residents and local consultation confirms that view.

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.

The Street Scene maintenance programmes are 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 is working with the other SEMMMS authorities to develop joint route management strategies, joint monitoring and public information programmes and joint initiatives for travel change. Opportunities are taken to share good practice and learn from the other authorities involved in the partnership.

Tameside Metropolitan Borough Council

Transport Change

The Council proposes 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. The travel plan initiative will be rolled out to businesses. The SEMMMS travel change team that is to be established will identify behavioural change projects to be carried out with local communities. Funding is included for 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. There is a need 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 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 404th 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 has 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 has been developed in conjunction with residents for the development of the area into the long term. This includes the redevelopment of parts of the estate including the establishment of a new district centre. The aim is to create a district centre 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.

Rail

There are 3 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.

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 endorsed recently 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. Initial emphasis will be on routes linking residential areas to town and district centres and to 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 will allow 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 is to be introduced in the Denton area during 2004/5 And 2005/6. The Council will assess the success of this, and a home zone at Ashton West End that is 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 now been completed in Tameside providing consistent routeing 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.

Footways and Carriageways and Street Lighting.

The SEMMMS strategy also 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.

Greater Manchester Passenger Transport Authority

Bus Measures

In the future we would expect to continue the programmes for bus stop and shelter upgrades, on-highway measures and real time information as described above. However we would also wish to introduce measures to improve services by:

- supporting community transport, for example providing a 'one stop shop for CT' to build on GMPTE's work with the Community Transport Association called to build capacity into the community transport sector facilitating good working practices and enabling the sector to compete for tendered demand responsive transport (DRT) services. In the

Stockport area there are a number of community transport operators, which creates confusion for passengers in accessing their services. It is proposed that a 'one stop shop' call centre for the Stockport area be established exclusively for community transport. The aim is to identify peaks and troughs in service and dispatch vehicles accordingly from an agreed pool to areas of greatest need. This may include outpatient services, social services day care centres, or disabled people accessing food shopping. If successful, the 'one stop shop' could be extended to include other organisations such as Greater Manchester Accessible Transport Limited (GMATL), Local Authority transport services and Greater Manchester Ambulance Services.

- measures to support the development of a Quality Bus Network in the SEMMMS area. However, this would depend on the success in implementing such a concept in the Wigan area, which is being used as a pilot. Here, GMPTE is working in conjunction with operators, Wigan MBC and other stakeholders, to develop a Quality Network. The aim is to reallocate resources to provide a public transport network which, while remaining financially sustainable, increases the accessibility, by public transport, of employment opportunities and various amenities (education, healthcare, shopping and leisure). Other measures aimed at improving network stability, ticketing, safety and security, bus priority, reliability and punctuality are integral to the concept of the Quality Network.
- If it possible to implement a Quality Network in Wigan, it is anticipated that there will be modal shift in favour of public transport (mainly buses), thus consolidating the financial viability of the network. However, there are various barriers, in particular concern over breaching the Competition Act 1998. Nevertheless, if these barriers can be overcome and a Quality Network is successfully implemented in Wigan, it would be GMPTE's intention to develop a similar network covering the SEMMMS area and to use future funding could therefore be used in support of this
- We would also like to investigate with DfT the possibility of using SEMMMS resources to fund 'kickstart' schemes, to improve bus services in partnership with operators. An example of this would be an improvement to the Stockport - Bramhall - Cheadle Hulme service, increasing the frequency on the route from every 30 minutes to every 15 minutes, Monday to Saturday. Significant growth in passenger numbers is anticipated by the operator, with a forecast 45% increase by the end of Year 3, with no subsidy required to continue the service. The operator would be committed to continuing the service on these terms for another two years, as required by the Urban Bus Challenge Kickstart conditions. The service improvements would be supported by the up-grading bus stops and pedestrian facilities, to improve passenger access to the improved bus service, improvements for buses at traffic congestion hot-spots, and the provision of new vehicles by the operator.

Rail

Rail investment would be in accordance with the rail corridor strategies and also targeted at:

- 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)
- Information

Interchanges (bus & rail)

The Greater Manchester Interchange Strategy set standards for interchange locations (ranging from major bus or rail stations to groups of on- street bus stops). Improvements to information are being carried out from mainstream capital programme resources, but there are no resources in the capital programme for physical improvements. These include accessibility improvements, improving walking routes & providing facilities such as shelters, telephones, help points and CCTV (depending on the grade of shelter). A number of these

schemes would be funded, particularly those facilitating bus-rail interchange, or those on QBCs..

Revenue Funding

The SEMMMS strategy called for an increase in service frequency across the study area. GMPTE estimated this at £5.9m a year at 2001 prices. Allowing for the rise in tender prices, this is now around £6.4m a year. This figure includes service enhancement/ frequency enhancement on QBC and network infilling as well as community transport schemes It should be noted that service enhancements would need to be in place for a minimum of three years to allow patronage to build up.

Chapter 9 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. The newsletters have now been expanded to full newspapers, the 4th was circulated in August/September 2003 and gave details of progress with the implementation of many strategy elements. A 5th is planned for autumn 2004.

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.

Case study 1: The 2003/4 SEMMMS New Relief Road Scheme Consultation

A major SEMMMS public consultation recently carried out was that conducted by Stockport Metropolitan Borough Council, Manchester City Council and Cheshire County Council between October 2003 and January 2004 regarding the SEMMMS New Relief Road Scheme. This was a two-phase consultation, the first phase of which concentrated on identifying views upon the principles and route of the scheme and potential locations for junctions, and ran from 10 October 2003 until 7 November 2003.

During the first phase of the consultation over 200,000 leaflets were distributed directly to residential and business addresses in Stockport and parts of Manchester and Cheshire. Further leaflets were distributed through 128 “CAP” sites (Community Access Points set up in places such as libraries shops, pubs, supermarkets, post offices etc) close to the route. Manchester Airport supported the consultation by taking 20,000 leaflets and arranging for distribution to their staff. Additionally leaflets were available throughout the airport, in nearby hotels and on ground transportation.

Over 11,500 replies were received altogether via the Freepost leaflet questionnaire, the web site or contact number.

The main findings of Phase 1 can be summarised thus:

- 91.6% of respondents thought that the scheme was needed to bring traffic relief to the local communities and businesses;
- 87.4% agreed with the principle of the road scheme as recommended by SEMMMS.
- 87.6% in broad terms thought that the proposed route was in the right corridor; and

- Only 6.0% disagreed with the idea that the scheme is needed. These people stated a range of reasons including objections to the principle of road building and the belief that public money should be spent on improving public transport.

The above demonstrated broad support for the need, purpose and general route of the scheme. Subsequent consultation questions gave the following outcomes:

Of the eight identified junction locations that link the New Relief Road to the existing road network in Stockport, six received over 60% support.

The preliminary results of the phase 1 consultation were reported to members in autumn of 2003 and in the light of the consultation responses and ongoing traffic modelling, Members decided not to proceed with the junction at Osborne Street in the light of the consultation results and traffic modelling considerations.

The second phase of the consultation, which commenced on November 21 2003, and concluded on 9 January 2004, was targeted at residents and businesses closer to the scheme. However, anyone who had previously requested to be kept informed was also included. The second phase sought comments upon options for the route in Cheshire and Manchester and options for the layout of the junctions in Stockport. At each of 8 junctions (7 of which are in Stockport), two options were consulted upon. Generally, Option 1 presented an *at grade* solution, usually involving a signalised crossroads, while Option 2 incorporated more grade separation.

Over 115,000 leaflets were distributed in Stockport and parts of Manchester and Cheshire via direct mail to residential and business addresses close to the route as part of phase 2. Almost 9,400 responses were received via various media.

A key feature of the second phase of the consultation involved staffed exhibitions, held at ten locations (seven of which were in Stockport) close to the proposed route. In total, these were visited by approximately 1500 people.

At five of the seven Stockport junction locations subject to consultation in phase 2, the consultation response indicated a consistent figure of around 60% of respondents in favour of Option 2, as compared to approximately 10% in favour of Option 1. Further work is being undertaken at the other two locations as there was no clear consensus on these junctions from the consultation.

In addition there is ongoing discussion with walkers and cyclists regarding the scheme and specialist discussions regarding environmental issues.

Case Study 2: Marple Accessibility Improvement Scheme

Individual schemes have also generated their own consultation and participation process, for example the Marple Accessibility Improvement Scheme. This scheme considered accessibility issues around the Marple District Centre to support the viability of the Centre and improve accessibility for pedestrians, cyclists to public transport and people whose mobility is improved.

Improvements are continuing in a phased manner after an accessibility plan was developed in consultation with the District Centre Partnership which included representation of traders, residents and local organisations.

- Improvements included:
- Improved access to and from the railway station,
- improved pedestrian area with cycle facilities,
- better walking routes in the pedestrian areas and
- improved parking layouts to facilitate disabled access and pedestrian safety.

Future schemes included:

- Improved bus stops/cycle routes to and from the railway station.

- Improved pedestrian links to the canal.
- Improved pedestrian safety within the Centre.
- Further improvements to car parks including disabled facilities.

This scheme exemplifies our approach in that it was developed in close partnership with local Members and the District Centre Partnerships, then consulted upon with local residents and visitors to the District Centre.

The consultation process allowed changes to the scheme to be made and once the scheme commenced local traders had information posters and leaflets concerning the scheme's implementation as did the local Library.

Case Study 3: 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 expected to start in 2004/5.

The area currently has a relatively poor quality street environment. The lack of formal children's play facilities results in children playing on the street. Lighting, surfacing and street furniture is 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 using experienced facilitators. The survey indicated that 97% of respondents support or strongly support the introduction of a homezone. The information has 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 where maps and diagrams were displayed outlining what the homezone could look like. Feedback from this event will be used to further refine the proposals.

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.

Case Study 4 : 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.

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 5: Wythenshawe Forum

Wythenshawe Forum is an existing local community facility which 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
- 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.

Chapter 10 Monitoring/Targets

This chapter identifies performance indicators and targets 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, building on these existing monitoring arrangements wherever possible and appropriate.

The first section compares the objectives and actions associated with the Government's Ten Year Plan, the GMLTP, Cheshire and Derbyshire LTPs and the SEMMMS strategy.

The second section compares and identifies common indicators used to measure progress of these plans, together with the need for any additional indicators. Particular attention has been paid to the key themes of road congestion, air quality, accessibility and road safety.

The final section examines the issue of target setting, and suggests draft targets for the suite of chosen indicators. This has been set in the context of work presently being conducted on the GMLTP2 process, particularly proposals for "segment" analysis and the stretch targets for the Central Government and Local Government Associations' agreed priorities: congestion, accessibility, road safety and air quality.

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.

Objectives

Comparison of Core Objectives

There is close correlation between the core objectives of the Greater Manchester, Cheshire and Derbyshire LTPs and the SEMMMS. The Ten-Year Plan objectives relating to Congestion, Accessibility, Air Quality and Road Safety are broader in scope, but LTP and SEMMMS objectives fit comfortably with them. This means that a common monitoring framework can be used, making it simple to understand and cost-effective.

Comparison of Sub-Objectives

SEMMMS also refers to a number of sub-objectives, which have been compared to equivalent items in the LTPs. The close relationship between LTP and SEMMMS objectives is maintained, although there are a small number of SEMMMS sub-objectives with no direct equivalent objective in some of the LTPs. These include:

- Promote economic growth through application of travel related targets
- Improve the amenity of the natural environment by providing sustainable access
- Provide road journey time reliability to airport

The SEMMMS Monitoring Framework therefore considers additional indicators to relate to these objectives. These comparisons are available in detail in a separate appendix if required.

Indicators

Level of Monitoring

Whilst SEMMMS measures will affect the achievement of indicators 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.

Comparison of Indicators

GMLTP indicators arose from a causal chain analysis based on GMLTP objectives. This process is described in Chapter 10 'Monitoring' of the GMLTP. A similar procedure was followed in Cheshire and Derbyshire. These comparisons are available in detail in a separate appendix if required.

Ten Year Plan indicators

The Ten Year Plan monitoring framework is based on the four themes of congestion, air quality, accessibility and road safety. Some LTP (and thus SEMMMS) monitoring strategies are being reviewed in these areas:

Road congestion

DfT are to provide guidance on monitoring road congestion, based on a suite of indicators including average time lost/vehicle kilometre. Vehicle tracking information (IT IS data) will be made available in the near future and will be used as the primary data source. No local target has been set because baseline values are not known but it should be possible to analyse this data at SEMMMS area level. Consideration will be given to this in due course. However, the Road Traffic Reduction Act target aims, amongst other things, to reduce congestion. In Greater Manchester the RTRA targets address annual car kilometres on A & B roads and modal share to key centres. Annual car kilometres can be measured on A & B roads at SEMMMS area level and modal share and other indicators will be measured at key and local centres within the SEMMMS area.

Air Quality

Existing GMLTP targets reflect those in the National Air Quality Strategy referring to NO_2 and PM_{10}s. Whilst transport is a major source of these pollutants, the indicators do not currently measure transport's contribution to poor air quality specifically, or reflect people's exposure to pollution. There is some difficulty in relating actual measured improvements in air quality to the targets, as these are based on computer modelling work incorporating actual measurements. There are a limited number of measuring stations, and these are generally situated to measure background levels of pollution rather than high-localised values. Further air quality modelling and research work is being undertaken and any revisions indicated by this will be reflected in the LTP and SEMMMS monitoring frameworks in future.

Accessibility

The DfT is keen to change the way accessibility is measured from access to the public transport network to levels of access to "key destinations". The DfT have a number of draft national core accessibility indicators which it is proposed to produce for each LTP area, covering a number of specific key areas including access to education, employment, health and retail services. Current accessibility indicators in the LTP are of limited value in measuring the actual usefulness of the public transport system in terms of taking people where they want to go at their desired time. It is not proposed to continue reporting on some

of these indicators, such as the proportion of the population having reasonable access to the public transport system, beyond the lifespan of the first LTP. Testing of new DfT software to achieve this is being carried out by the GMPTE and it is likely that GMLTP indicators and targets for accessibility will be reviewed in the light of this work. Datasets of destinations will be provided with the new DfT software. The SEMMMS strategy places great emphasis on the accessibility of centres and types of destination, by different modes. It may be possible to model the accessibility of different places by different modes, and then set targets for their level of accessibility.

Road Safety

GMLTP strategies have been reviewed to raise performance to that of the highest performing authorities and the Child Killed and Seriously Injured (KSI) target maybe revised as a result of funding from the Government's "Dealing with Disadvantage" initiative. SEMMMS indicators and targets will be set with reference to this.

LTP Indicators

The following common existing indicators have been identified and will be used to report on SEMMMS progress in the relevant areas:

- Vehicle kilometres (SEMMMS "core" and "buffer" areas)
- Road accident casualties, by category (SEMMMS Greater Manchester (GM) and Cheshire areas)
- Number of school travel plans (SEMMMS GM and Cheshire areas)
- Number of workplace travel plans (SEMMMS GM and Cheshire areas)
- Journey to work and school modal split based on travel plan data (SEMMMS GM and Cheshire areas)
- Level of cycling (SEMMMS GM and Cheshire areas)
- Transport BVPIs (District & County Level).

Other core indicators, which are used by at least one of the LTPs of the pertinent Authorities and for which it maybe able to collect data in other authorities at minimal cost.

- Bus passenger journeys (SEMMMS GM and Cheshire areas)
- Rail passenger journeys (SEMMMS "core" and "buffer" areas)
- Mode to School "hands up" survey of schools (SEMMMS GM Area)
- Public transport user satisfaction (SEMMMS GM and Cheshire areas)

SEMMMS report indicators

There are 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
- 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.).

The SEMMMS strategy places great emphasis on travel change. This will involve the application of innovative measures not widely used elsewhere, such as personalised travel planning. A joint team will be set up in Stockport to pursue work on travel change and indicators on travel related targets will be set in the light of their work.

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, Hazel Grove, Poynton bypasses and Manchester Airport Link Road West). 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 annually as part of the GMLTP Annual Progress Report 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.

Policy and Development Issues

The SEMMMS Final Report refers to the need to monitor the impact of related policy and development issues to ensure full compliance with the philosophy combined in the SEMMMS strategy. This is taken to mean that a system to audit relevant policy and development decisions will be established by respective Districts and PTA. This could be implemented by requiring all Planning or Transport Committee Reports to include a paragraph where pertinent on the effect with regard to achievement of SEMMMS objectives.

Draft Targets

Overview

Targets, where set, are based on those to be found in the SEMMMS Final Report. These were largely based on runs of the Greater Manchester Strategic Planning Model (GMSPM). Work is currently in progress on GMLTP2, part of which will involve “segment” analysis. An area broadly representing the SEMMMS GM area will form one of these segments and new GMSPM runs will be carried out as part of this process. Targets in this report must thus be regarded as interim as they will need to be adjusted to reflect the more up to date analysis for GMLTP2.

In setting draft targets, we have made the following assumptions:

- The SEMMMS measures will be implemented according to the timescale and at a cost outlined in the SEMMMS Final Report, i.e. sufficient funding and delivery mechanisms will exist in future years.
- Current LTP principles will continue in the future LTP, and some planned schemes will be implemented under the LTP umbrella.
- Current LTP targets will be attained (do-minimum approach)

The aim of SEMMMS monitoring is to show “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.

The SEMMMS Final Report placed emphasis on showing “additionality” by early achievement of targets. The intention in this report is to show “additionality” by providing the

existing LTP target, an enhanced SEMMMS area target, and also an indication of the affect of meeting the SEMMMS area target on the wider Greater Manchester LTP target.

Consultation for these draft targets will be conducted with stakeholders.

Rail Use

The SEMMMS Final Report focuses on trips between the SEMMMS area and Central Manchester. Therefore passengers boarding trains towards Manchester in the morning peak and off peak periods have been chosen.

The numbers of passengers travelling towards Manchester from rail stations in the SEMMMS GM area (and Glossop and Hadfield) in the morning peak and off peak periods has been extracted from counts carried out by GMTU for Greater Manchester authorities and are shown in Table 1 and Table 2. Figure 2 illustrates the combined results.

Data in 2002 was affected by industrial action. Patronage details are available for New Mills Newton and New Mills Central in 2002 and 2003 and data for other stations not yet counted in the SEMMMS "core" and "buffer" areas outside Greater Manchester will be available in future years. These will be incorporated in future progress reports.

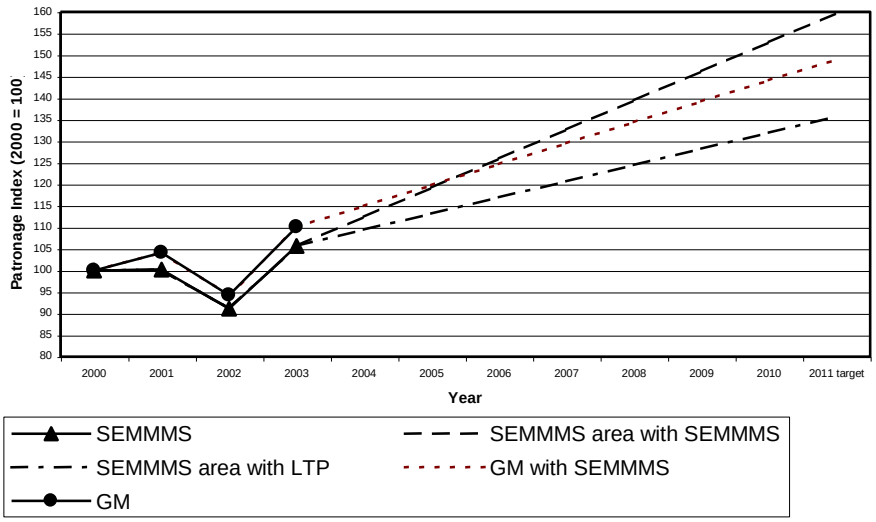
Table 1 Rail boarding surveys at SEMMMS GM and Greater Manchester Stations 0730-0930

Area	2000	2001	2002	2003	2011 LTP	2011 SEMMMS
SEMMMS	5201	4984	4693	5332	6605	7541
Index	100	96	90	103	127	145
GM	9794	9907	9089	10130	12438	13374
Index	100	101	93	103	127	137
Notes: GM includes Hadfield, Dinting and Glossop. All Marple/Glossop corridor stations included. Table shows boarders towards Manchester. GM figures exclude Rochdale/Oldham corridor due to proposed Metrolink conversion of loop.						

Table 2 Rail boarding surveys at SEMMMS GM and Greater Manchester Stations 0930-1330

Area	2000	2001	2002	2003	2011 LTP	2011 SEMMMS
SEMMMS	2675	2906	2486	2993	4120	5083
Index	100	109	93	112	154	190
GM	5018	5511	4872	6176	7728	8691
Index	100	110	97	123	154	173
Notes: GM includes Hadfield, Dinting and Glossop. All Marple/Glossop corridor stations included. Table shows boarders towards Manchester. GM figures exclude Rochdale/Oldham corridor due to proposed Metrolink conversion of loop.						

Figure 2 Index of Rail Borders in SEMMMS GM Area and Greater Manchester 2000-2003 and 2011 Target 0730-0930



The SEMMMS Final Report estimates that rail use in the SEMMMS area will increase by 50% in the peak period, and 100% in the off-peak, compared to year 2000 levels. There are two main mechanisms for increasing rail patronage; via the re-franchising of the Northern and Trans-Pennine services in 2004, and the development of the urban metro service recommended in the SEMMMS Final Report, to be introduced soon after 2010. It is therefore estimated that 90% of the rail patronage increases will have been realised by 2011, the year of the LTP target. The vast majority of rail improvements cannot be addressed through Local Authority resources, therefore the targets are independent of Local Authority funding levels.

Table 3 Draft rail targets

LTP target	Draft SEMMMS local targets	Draft LTP & SEMMMS targets
Increase in annual passenger journeys of 36% between 1999/00 and 2010/11. (27% in peak 54% in off-peak)	Increase in am peak boarding figures of 45% by 2011. This equates to an increase from average 5,201 trips recorded in the am peak surveys in 2000 to 7,541 trips in 2011. Increase in off peak boarding figures of 90% by 2010/11 This equates to an increase from average 2,675 trips recorded in 2000 to 5,083 trips in 2011.	Increase in Greater Manchester annual rail journeys of **49% (37% pk, 73% off pk),** compared to without SEMMMS figure of 36% (27% pk 54% off pk).

Bus patronage

Bus patronage figures can now be obtained at SEMMMS Greater Manchester area level based on continuous passenger sampling (CPS) data. These are shown in Table 4 and illustrated in Figure 3. Some bus trips from SEMMMS area outside Greater Manchester are available from CPS data and may be added once its reliability has been reviewed.

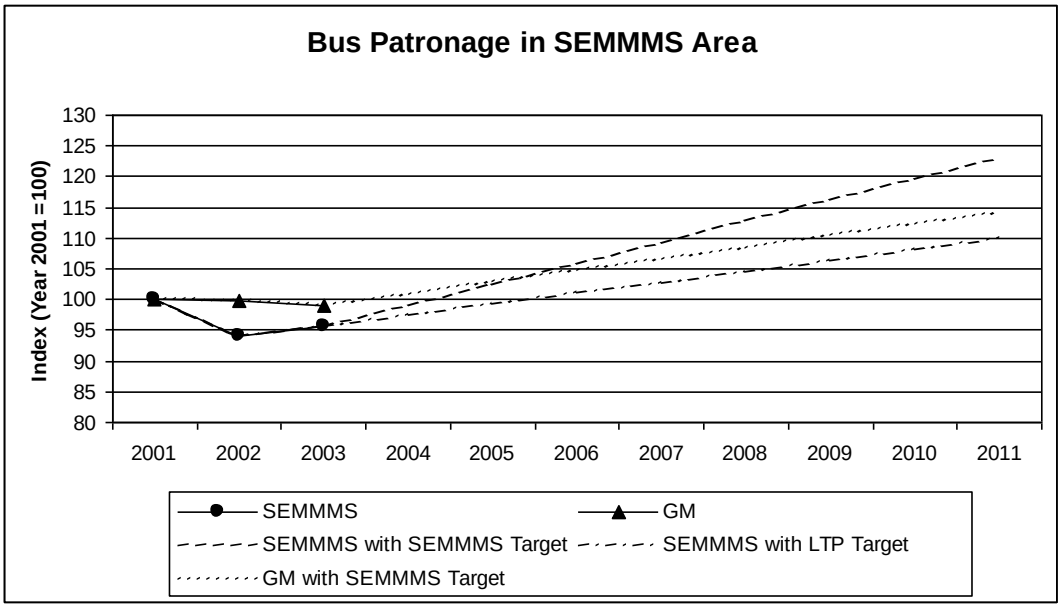
Table 4 Bus patronage

	2001	2002	2003	2011 LTP	2011 SEMMMS
SEMMMS GM	70.5	66.3	67.4	77.6	86.7
Index	100	94	96	110	123
GM	222.3	221.8	220.2	244.5	253.7
Index	100	100	99	110	114
Note: Index 2001=100 SEMMMS GM patronage is all journeys, which had an origin or destination in the SEMMMS area.					

Source: CPS Data

The SEMMMS Final Report suggests an increase in bus patronage of 8% in the peak and 30% off peak will be realised by 2011, when all the bus measures will have been implemented. This equates to an approximate increase of 23% from 2001 overall. The original LTP bus patronage target was 4% but has been reviewed and there is now a draft target of 10% by 2011 from 2001. Meeting the SEMMMS area target would raise this to 14%.

Cheshire are going to monitor bus patronage in the future, both for their QBC programme and in Macclesfield and Wilmslow town centres. Derbyshire have no plans at present to fund or monitor bus improvements with SEMMMS funding.



Metrolink patronage

Metrolink lines are due to be constructed in the area as part of the Phase Three expansion. Patronage forecasts and targets will be established when the programme is known after the award of contract later in 2004.

Road safety

Tables 5 to 9 illustrate the number of road casualties for key target groups in The Greater Manchester and Cheshire parts of the SEMMMS area. Derbyshire do not feel that the SEMMMMS strategy will have an impact on road safety in their (buffer) part of the SEMMMS area and so have not been include in the monitoring. The SEMMMS strategy indicated a reduction of 50 PIAs per year, including 7 killed or seriously injured (KSI). This includes roads maintained by the Highways Agency. For 2010 this is assumed to have included 8 years from 2002 to 2010. The reductions have been converted to represent casualty types using the proportions of different types of casualties in the base years for the SEMMMS area. Improvements as a result of local PSA targets will be in addition to these targets.

Table 5 All Casualties

Area	Base 1994-1998	2002	2003	2010 LTP or PSA Target	2010 SEMMMS Target
SEMMMS GM	3360	2817	2745	N/A	N/A
SEMMMS Cheshire	657	537	N/A	N/A	N/A
GM	16708	14832	14142		

Table 6 KSI Casualties

Area	Base 1994-1998	2002	2003	2010 LTP or PSA Target	2010 SEMMMS Target
SEMMMS GM	262	220	215	131	94
SEMMMS Cheshire	172	83		103	79
GM	1281	1061	1093	641	604

Table 7 Child KSI Casualties

Area	Base 1994-1998	2002	2003	2010 LTP or PSA Target	2010 SEMMMS Target
SEMMMS GM	56	43	40	27	19
SEMMMS Cheshire	18	15		11	9
GM	304	217	224	137	131

Table 8 Pedestrian Casualties

Area	Base 1994-1998	2002	2003	2010 LTP or PSA Target	2010 SEMMMS Target
SEMMMS GM	550	448	450	413	335
SEMMMS Cheshire	77	68		58	47
GM	2939	2517	2391	2204	2126

Table 9 Pedal Cycle Casualties

Area	Base 1994-1998	2002	2003	2010 LTP or PSA Target	2010 SEMMMS Target
SEMMMS GM	274	200	188	206	168
SEMMMS Cheshire	46	35		35	29
GM	1188	830	845	891	853

Over Greater Manchester, these reductions would result in the draft stretched LTP targets for the casualty groups as shown in Table 10.

Table 10 Draft GMLTP & SEMMMS road safety casualty targets

	KSI	Child KSI	Pedestrian	Pedal Cycle
LTP base (1994-98)	1281(100)	304(100)	2939(100)	1188(100)
LTP target 2010	641 (50)	137 (46)	2204 (75)	891 (75)
GM with SEMMMS target 2010	604 (47)	131 (43)	2126 (72)	853 (72)

Cycle flows

An estimate of pedal cycle vehicle kilometres on A & B roads in each SEMMMS area and for all of Greater Manchester based on the DfTs National Road Traffic Census is shown in Table 11. Existing automatic and permanent count data is shown in Table 10. Further automatic counting sites are to be installed in the SEMMMS Greater Manchester area and sites are to be installed in the SEMMMS Cheshire area. Derbyshire expect only fringe benefits to cycling in their area.

Table 11 Pedal cycle vehicle kilometres (millions) on A & B roads

	2001		**2002**		**2011 Target**	
	A	**B**	**A**	**B**	**A**	**B**
SEMMMS GM	6.07	3.13	5.27	3.06		
SEMMMS Cheshire	N/A	N/A	1.28	N/A		
GM	30.00	12.00	28.00	11.00		

Source: GMTU

Table 12 Automatic and Permanent Cycle Count Sites

	2002		**2003**	
Site	**5 day ave**	**7 day ave**	**5 day ave**	**7 day ave**
A5103 Princess Parkway NE	7	7	4	4
A5103 Princess Parkway SW	8	8	5	5
World Way, Airport S	30	32	31	29
World Way, Airport N	29	27	33	31
Trans-Pennine Trail, Tiviot Dale S	7	8	9	9
Bruntwood Lane N	14	14	14	15
Bruntwood Lane S	16	16	15	15
Fallowfield Loop W	31	32	32	31
Fallowfield Loop E	32	33	32	31
Lancashire Hill S			40	34
Wellington Rd North S			35	29
Macclesfield Rd S			63	54
Shield St N+	N/A	N/A	N/A	N/A

Shield St S+	N/A	N/A	N/A	N/A
Adswood Rd N+	N/A	N/A	N/A	N/A
Adswood Rd S+	N/A	N/A	N/A	N/A
Tameside Site 1+	N/A	N/A	N/A	N/A
Tameside Site 2+	N/A	N/A	N/A	N/A
+ Additional Sites for which data is not yet available				

The existing GMLTP target is a three-fold increase. This will be reviewed for GMLTP2 and a SEMMMS target may be set in the light of this. The SEMMMS Final Report does not make a quantified estimate of the effect on cycling levels, but acknowledges that the strategy will contribute towards existing targets. Consideration will be given to the performance of specific local cycle measures or use of trip end facilities.

Walking

The GMLTP target for walking is based on National Travel Survey data for Greater Manchester Metropolitan area. This data is not available at SEMMMS area level, and would require an increase in the number of households surveyed to be able to set a target for the SEMMMS area.

The performance on key routes in the SEMMMS part of Greater Manchester can be monitored. However it is not considered appropriate to produce targets for these because they do not represent background levels of walking in the area

Levels of walking are monitored in several ways as part of the Greater Manchester LTP Walking Strategy. Firstly, in 2003 this comprised the manual observation and recording of pedestrian flows on “Key Pedestrian Routes” (routes where it is planned to focus on improvements to facilities for pedestrians) in Stockport. Routes have been surveyed at two locations on one weekday three times in a year. Table 13 presents the results from the routes surveyed. A visual record of the pre-improvement condition of the routes for pedestrians has also been compiled. Secondly, the continuous automatic monitoring of pedestrian flows on Lancashire Hill Key Pedestrian Route, Stockport began in March 2003. Checks indicate a good level of accuracy and summary results are presented in Figures 4, 5 and 6.

Table 13 Pedestrians on Key Routes in Stockport 2003

Month	Weather	0730-0930	1200-1400	1500-1800
May	Windy, fine am, rain pm	243	358	425
July	Fine all day	298	583	638
October	Fine all day	240	329	384

Figure 4 Lancashire Hill, Stockport
Average Hourly Pedestrian Flows 2003

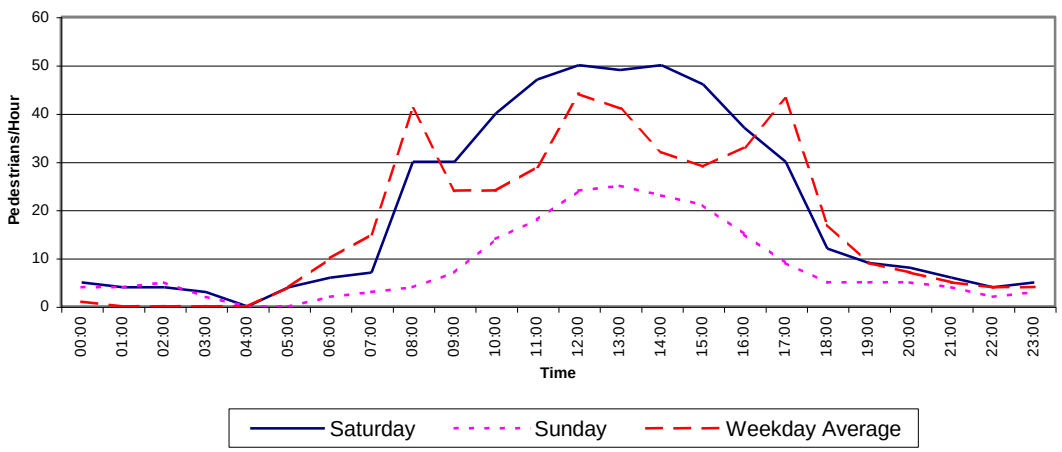


Figure 5 Lancashire Hill, Stockport
Average Week by Day

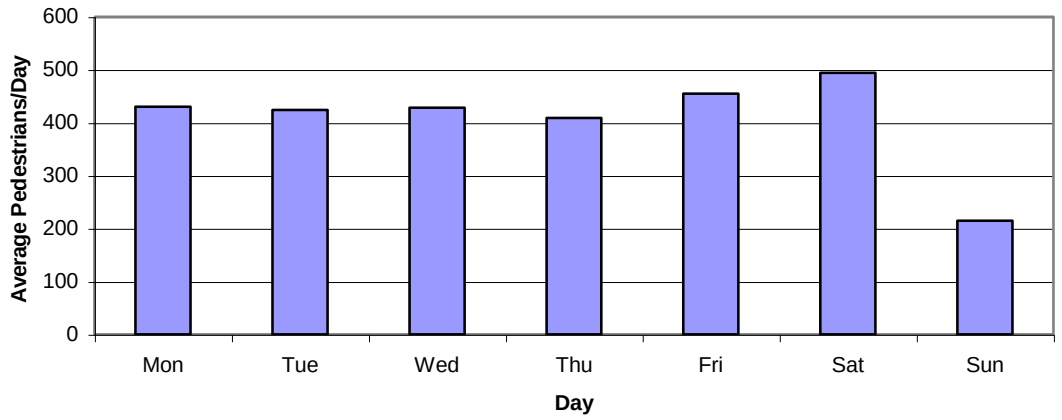
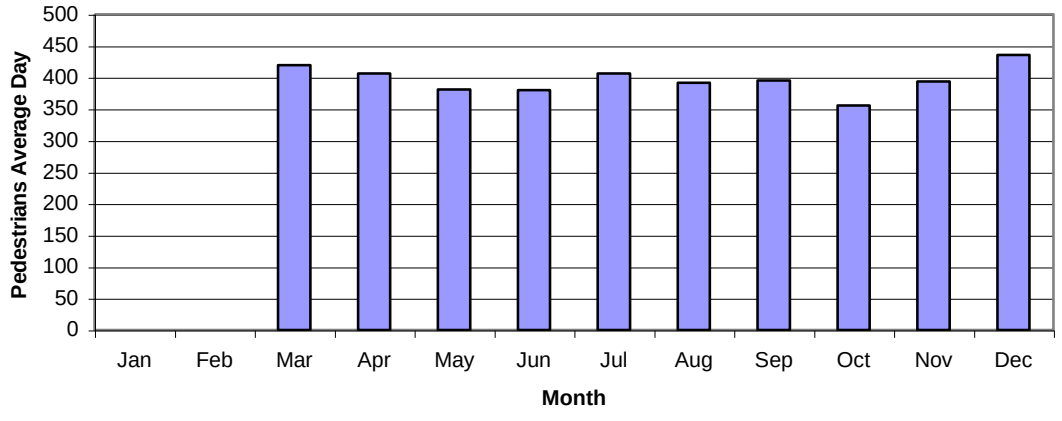


Figure 6 Lancashire Hill, Stockport
Average Day by Month



Car kilometres

An estimate of car vehicle kilometres on Motorway and A roads in each SEMMMS area and for the whole of Greater Manchester based on the DfT's National Road Traffic Census is shown in Table 14. Also shown for Greater Manchester is an estimate of B road vehicle kilometres. This indicator will be used as a background measure of the redistribution of traffic. Automatic and/or permanent traffic count sites in the SEMMMS "core" parts of Greater Manchester and Cheshire and Derbyshire will also be used to measure traffic growth.

Table 14 Car vehicle kilometres (millions) on Motorway, A Roads & B roads

	2001			2002		
	A	**B**	**M**	**A**	**B**	**M**
SEMMMS GM	990	253	766	981	256	789
SEMMMS Cheshire	N/A	N/A	-	396	N/A	-
SEMMMS Derbyshire	N/A	N/A	-	180	N/A	-
GM	4927	1268	3909	4958	1279	4096

Source: GMTU & DfT National Road Traffic Census

GMLTP targets for Headline Indicator 6 annual car kilometres were set using the GMSPM and can be rebased to give a target of only a 4% increase in car kilometres on A roads and B roads between 2001 and 2006. The equivalent for the recommended strategy in the SEMMMS Final Report was approximately 2%. Fresh GMSPM runs will be carried out as part of the GMLTP2 "segment" analysis to inform the setting of a draft target for annual car vehicle kilometres.

Key Centre Monitoring

Stockport Key Centre has been monitored in 1997, 2000 and 2003. Further surveys will be needed to establish a trend. It is intended to increase these to annually, rather than once every 3 years. The surveys will move to autumn and begin in 2004. Extra surveys will be undertaken to provide estimates of through traffic. A summary of the information collected is shown in Table 15.

GMLTP targets for key centres are for no change in numbers of car trips, and a 23% increase in public transport trips by 2005/06, compared to the 1997 base. This target was set using output from the GMSPM.

Table 15 Trips entering Stockport key centre cordon

	Year	**Cars**	***Index***	**Public Transport**	***Index***	**Cycle**	***Index***	**Pedestrian**
0730-0930	1997	17163	*100*	5880	*100*	181	*100*	
	2000	17911	*104*	5897	*100*	160	*88*	
	2003	17283	*101*	5246	*89*	137	*76*	1996
1000-1200	1997	12364	*100*	5145	*100*	55	*100*	
	2000	13378	*108*	5396	*105*	44	*80*	
	2003	12354	*100*	4842	*94*	37	*67*	1507
1600-1800	1997	15022	*100*	3883	*100*	141	*100*	
	2000	15584	*104*	3734	*104*	104	*74*	
	2003	14639	*97*	4122	*106*	94	*67*	1657

Source: GMTU

Figures for the modal split to Manchester Airport are shown in Table 16. The Airport is revising its ground transport strategy to cover the period up to 2015, and has suggested a new target of 40% trips by non-car mode when an annual throughput of 40m passengers is

reached. Although the Airport has not quantified the benefits of the SEMMMS recommendations as such, the new targets do take into account the effects of SEMMMS, which support the measures identified by Manchester Airport to reach their revised modal share by 2015.

Table 16 Passengers and non-car modes to the Airport

	2000	2001	2002	2005	2010	2015
Passengers (millions)	18.4	19.1	18.6	21.0	29.0	40.0
Non-car modes (%)	19	19	18	23	31	40

Source: Manchester Airport

All motor vehicles, pedal cycles and pedestrians crossing cordons into Wilmslow and Macclesfield are monitored regularly. Information for 2002 is shown in Table 17. Cheshire will extend these surveys to include surveys of rail and bus patronage thereby allowing modal share to be measured and potential targets to be set.

Table 17 Trips entering Wilmslow & Macclesfield Town centres 2002

0700-1900	All Motors Vehicles	Pedal Cycles	Pedestrians
Wilmslow	43500	320	2370
Macclesfield	54300	412	5430

Source: Cheshire CC

A survey of car park spaces available to the general public is conducted in Stockport annually. As with GMLTP monitoring, this indicator will be examined annually, but has not yet been considered appropriate to set a target.

Table 18 Public Car Parks in Stockport

	2000		2001		2002		2003	
Stockport	**LA**	**Private**	**LA**	**Private**	**LA**	**Private**	**LA**	**Private**
Spaces 2hr	2728	1622	2992	1506	3197	2331	3061	2235
Cost	£0.75	£0.48	£1.00	£0.54	£1.00	£0.68	£1.04	£0.80
Spaces 4hr	2728	555	2992	525	3197	740	3061	814
Cost	£2.79	£3.35	£2.60	£4.00	£2.53	£5.74	£2.55	£6.32
Spaces 7hr	2728	555	2992	525	3197	740	3061	814
Cost	£4.43	£3.45	£4.98	£4.00	£5.06	£5.74	£5.11	£6.32

Source: GMTU

District Centre Monitoring

Eight centres have already been identified in Stockport (Bramhall, Cheadle, Cheadle Hulme, Edgeley, Hazel Grove, Marple, Reddish and Romiley) and baseline surveys have been conducted (by MORI). Table 19 summarises the results of these surveys. Five centres have been identified in Manchester (Wythenshawe, Didsbury, Northenden, Sharston Industrial Estate and Roundthorn Industrial Estate) and two each in Tameside (Denton and Hyde) and Cheshire (Wilmslow and Poynton). The adoption of some form of questionnaire survey that targets users of each of the district centres is recommended for future surveys. This might have some or all of the following characteristics:

- on-street interviews or questionnaires distributed to people on the street (possibly with a prize incentive)
- a number of locations in each centre

- at various times during the working day
- one normal, term-time weekday and a corresponding Saturday
- late Spring or early Autumn to stand the best chance of good weather
- legally restricted to interviewing adults only
- sample size to match the observed footfall in each centre
- and the questions to be asked will be similar to the following:
- how often they visit
- how they travelled there today
- where they parked (if travelled by car or cycle)
- how long they are staying
- journey purposes.

Also, how they rate:

- travel to and in the centre
- bus service frequency
- bus stop location
- rail frequency (if relevant)
- car parking availability
- condition of car parks
- car parking charge
- cycle parking provision
- pedestrian facilities (crossings, paving)
- safety/security in centre
- cleanliness of centre
- general appearance of centre
- overall experience of being there (very good etc).

In addition to questionnaire surveys it is also suggested that some direct observations of traffic and travel in each centre, again on a weekday and a Saturday, will be useful. Some of these data will already be available, but overall might include observations of:

- traffic flows at key locations
- pedestrian footfall at key locations
- bus boarding/alighting numbers at key bus stops
- car and pedal cycle parking supply, charges and usage.

It is also considered that an analysis of road accident statistics in each centre would prove informative. The industrial estates have been chosen because the SEMMMS final report placed particular emphasis on economic growth and may be surveyed slightly differently.

Table 19 Transport related results of the MORI survey conducted on behalf of Stockport.

Access Centre by Car (Driver)	48%
Access Centre by Foot	39%
Access Centre by Car (Passenger)	18%
Access Centre by Bus	9%
Access Centre by Taxi	2%
Access Centre by Bicycle	2%
Access Centre by Motorcycle	<1%
Access Centre by Train	<1%
Average Journey Time to Centre	9.9 min
Agree there is enough parking	46%
Agree easy to get to by public transport	60%
Agree there are good cycle routes	16%
Agree there is too much traffic in the area	77%
Agree it is easy to cross the roads	62%
Note: Results are average for the 8 centres plus Heaton Moor	

Source: MORI

The collection of data at local centres in the SEMMMS area is envisaged as being the major extra data collection exercise undertaken for SEMMMS monitoring and the major expense. In Greater Manchester the funding would be “top-sliced”.

Travel plans

The number of travel plans at or beyond the written stage in the relevant SEMMMS areas are described in Table 20.

Table 20 Number of organisations implementing travel plans

No. organisations at	**2003**	**2004**
SEMMMS GM	12	17
SEMMMS Cheshire	8	n/a
GM	43	55

Source: GMJTPT

Extra SEMMMS resources are being channelled into the area of travel plans. It is anticipated that the LTP target of approximately 2.5 new plans per year at stage 3 or above could be increased as a result of the travel change project. A joint team will set up based in Stockport to pursue work on travel change and Manchester is establishing a central travel planning team, with the equivalent of 2 posts in the team specifically dedicated to SEMMMS area to ensure both rapid progress on school, business and community travel planning and close liaison with the planned SEMMMS travel team. Indicators on travel related targets will be set in the light of the work of these teams.

Mode of travel to work figures will be made available from the 2001 National Census at output area level soon which will allow a baseline comparison between the SEMMMS areas and other parts of Greater Manchester. This will form part of the GMLTP2 “segment” analysis.

We are anticipating that when the National Census is repeated in 2011, there will be more people commuting by public transport, walking and cycling, and fewer by car.

School travel

The number of schools with travel plans at or beyond the written stage in the relevant SEMMMS areas are described in Table 21.

Table 21 Number of schools implementing travel plans

No. schools	2003	2004
SEMMMS GM	7	29
SEMMMS Cheshire	8	n/a
GM	37	64

Source: GMJTPT

The percentages of pupils travelling by each mode to LEA schools in the SEMMMS Greater Manchester area are given in Table 22. This is based on a "hands up" survey of all schools in Greater Manchester. Equivalent data for the SEMMMS Cheshire area will be collected in the future. A target for the percentage of non-car trips to schools will be set in conjunction with the travel change teams.

It is anticipated that the LTP target of approximately 1.5 new plans per year at stage 3 or above could be increased, but the precise target will be set in the light of the work of the joint travel change teams.

Table 22 Percentage actual mode of travel to school in SEMMMS GM

Mode	SEMMMS GM LEA		GM LEA	
	Prim'y schools	2nd'y schools	Prim'y schools	2nd'y schools
Car	40	19	44	20
Walk	56	37	53	39
Bus	3	41	2	38
Train	0	0	0	0
Bicycle	1	2	1	1
Other	1	1	1	2
Total	**100**	**100**	**100**	**100**

Source: GMJTPT survey, October 2003

Table 23 shows mode of travel to school of pupils in the SEMMMS areas of Cheshire with school travel plans.

Table 23 Percentage actual mode of travel to school in SEMMMS Cheshire

Mode	Cheshire Primary 2003	Cheshire Secondary 2003
Car	53	26
Walk	45	43
Bus	1	19
Train	0	5
Bicycle	1	3
Other	0	4

Source: Cheshire CC

HGV kilometres

An estimate of HGV vehicle kilometres on M, A & B roads in each SEMMMS area and for the non-SEMMMS part of Greater Manchester based on the DfT's National Road Traffic Census is shown in Table 24.

Table 24 HGV vehicle kilometres (millions) on A & B roads

	2001			2002		
	A	B	M	A	B	M
SEMMMS GM	36	6	78	32	5	77
SEMMMS Cheshire	N/A	N/A	N/A	19	N/A	-
SEMMMS Derbyshire	N/A	N/A	N/A	18	N/A	-
GM	206	37	621	191	34	628

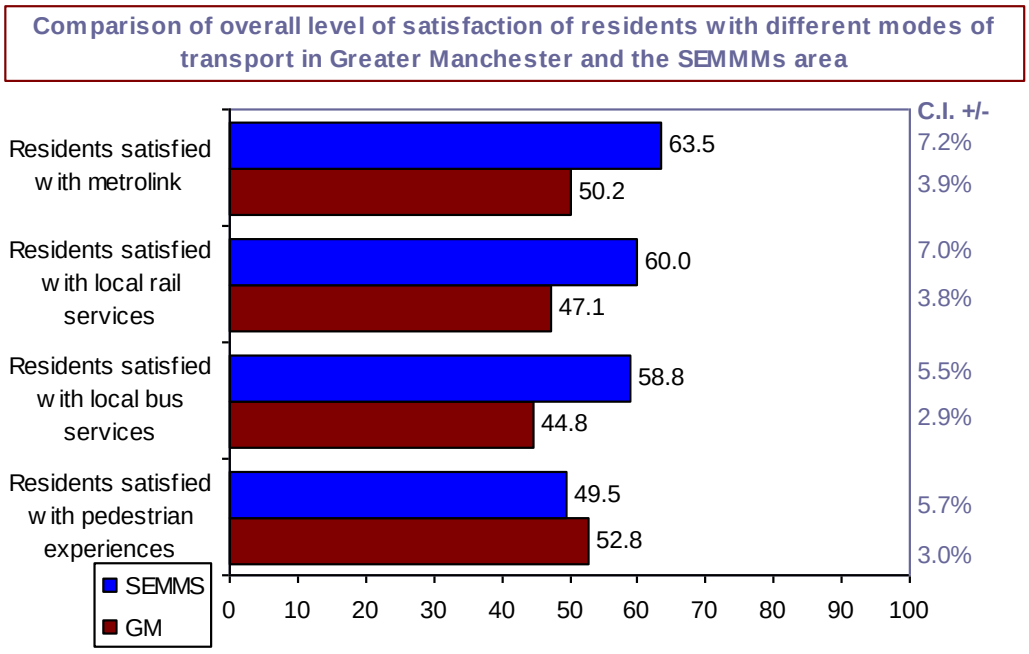
Source: GMTU & DfT National Road Traffic census

User Satisfaction Surveys

GMPTE undertake a twice yearly tracking survey in order to establish attitudes towards various transport issues in Greater Manchester. In January 2004, the sample size was boosted in the Greater Manchester SEMMMS area, to facilitate the understanding of local attitudes. The surveys will be repeated in summer 2004, and thence twice yearly in association with Greater Manchester tracking surveys. For SEMMMS monitoring purposes, residents' satisfaction with various modes is the most relevant aspect of the surveys.

Figure 7 below indicates residents' satisfaction with Metrolink, local rail and local bus services, and pedestrian experiences. It shows that SEMMMS area residents' were significantly more likely to be satisfied with public transport than residents of Greater Manchester overall. The difference for pedestrians is not statistically significant, however.

Figure 7.



In future surveys, a direct question will be asked concerning satisfaction with travelling by car, which will enable a better comparison of the results for all modes.

Quality Bus Corridors

A quality bus corridor has already been established in the SEMMMS GM area (A6 Hazel Grove to Manchester) as part of the GMLTP and SEMMMS QBC programmes are underway in Greater Manchester and Cheshire. Table 25 summarises before and after surveys that have been conducted for the A6 corridor and Tables 26 and 27 show initial monitoring for the SEMMMS QBC programme. Future monitoring from the Greater Manchester and Cheshire SEMMMS QBC programmes will be reported in future documents.

The A6 between Hazel Grove in Stockport and Manchester City Centre is an important transport corridor carrying daily traffic levels of between 12,100 (Stockport Road, Ardwick) and 41,300 (Buxton Road, Great Moor) vehicles per day. The A6 passes through several busy local district centres and Stockport Town Centre. At the City Centre it is the fifth busiest radial route entering the City in the morning peak. It is also an important bus corridor with up to 1600 buses per day on the A6 through Stockport town centre (5% of total traffic levels). The 192 is the main high frequency bus service on the corridor operating a timetabled frequency of 18 buses per hour throughout the day. As a result of the intense activity along the corridor the route suffers from traffic congestion with, for example, average morning peak car and bus speeds of around 12 mph and 10 mph respectively.

The A6 between Hazel Grove and Manchester was one of the first routes to be designated to become a Quality Bus Corridors (QBC). The primary objectives of the QBC are to improve the speed, reliability and overall quality of bus services to effect an improvement for existing passengers and in the longer term, a modal switch from car to bus.

On the A6, the method used to pursue these objectives has been to introduce a wide range of complementary measures including:

- reserved bus/cycle/taxi lanes including their use to ‘gate’ traffic, for example north and south of Stockport Town Centre
- upgraded traffic signal controllers and timings including SCOOT and bus priority through selective vehicle detection
- improved pedestrian crossing facilities
- laybys for traders and residents
- upgraded and relocated bus stops
- upgraded bus fleet, driver training and fleet management from Stagecoach, the main operator on the corridor

On the evidence collected and analysed to-date, there have been significant improvements in bus journey times along the A6 and anecdotal evidence also suggests that cyclists have benefited from having segregated lanes available. Although there are many other influences on traffic conditions on a corridor such as this, not least significant new developments such as Sainsbury’s in Hazel Grove, the changes appear to have been achieved primarily through the introduction of reserved bus lanes. In providing priority to buses, however, these facilities have also reduced road capacity and, hence, increased journey times for other traffic. As a consequence, some non-bus traffic appears to have diverted from the A6 onto alternative routes. This in turn has allowed buses to travel faster through the sections of corridor without bus lanes, for example Stockport Town Centre. The disbenefits to other motor vehicles and the knock-on effects of the diversion of A6 traffic onto other routes needs to be weighed against the benefits to bus passengers.

The results should be interpreted against a background of minimal enforcement of parking restrictions and adherence to bus lane usage restrictions on the corridor, particularly within Manchester. An enforcement strategy is currently being developed that should help deliver further benefits to bus services. The effectiveness of these and the other bus priority measures planned will be the subject of future monitoring.

Full details of the monitoring undertaken on the measures introduced so far can be found in GMTU Report 865. Bus journey times, car journey times, traffic volumes, bus headways and

rail patronage on the corridor have been monitored. Table 25 summarises the car and bus journey time surveys.

Table 25 A6 Hazel Grove – Manchester Journey Time Summary Results (minutes:seconds)

Time Period	Average Journey Time Sep01 Before	Average Journey Time Mar03 After	Journey Time Difference	% Difference	Scheduled Bus Time
Rising Sun to Fairfield St – Northbound					
AM Pk Bus	55:43	52:14	-3:29	-6.3%	59:00
PM Pk Bus	49:10	50:17	+1:07	2.3%	52:00
AM Pk Car	37:05	46:17	+9:12	24.8%	
PM Pak Car	34:06	38:51	+4:45	13.9%	
Fairfield St to Rising Sun - Southbound					
AM Pk Bus	49:29	47:56	-1:33	-3.1%	48:00
PM Pk Bus	55:35	48:45	-6:50	-12.3%	50:00
AM Pk Car	31:24	30:21	-1:03	-3.3%	
PM Pk Car	41:24	39:52	-1:32	-3.7%	

The A57 Hyde Road Integrated Transport Corridor Scheme comprises improvements to the Hyde Road/Devonshire Street junction (including upgraded traffic signals, pedestrian crossing facilities, cycle lane, an additional right turn lane from Hyde Road to Devonshire Street North and a westbound bus lane operating between 07:00-10:00 and 16:00-19:00 between Redgate Lane and Devonshire Street). These were completed in 2003.

Table 26 presents a summary of the results of the surveys that were undertaken between November 2002 and February 2004.

Table 26 A57 Hyde Road Journey Time Summary Results (minutes:seconds)

Time Period	Average Journey Time (i) 'Before'	Average Journey Time (ii) '1st After'	Average Journey Time (iii) '2nd After'	Journey Time Difference Signals Only (ii-i)	Journey Time Difference Bus Lane & Signals (iii-i)
Pottery Lane to Apollo Roundabout – Westbound					

AM Pk Bus	6:32	5:01	6:11	-1:31	-0:21
Off-Pk Bus	5:05	5:05	4:28	0:00	-0:37
PM Peak Bus	4:47	4:28	4:47	-0:19	0:00
AM Pk Car	5:33		6:45		+1:12
Off Peak Car	2:57		2:42		-0:15
PM Peak Car	2:54		3:02		+0:08
Apollo Roundabout to Pottery Lane - Eastbound					
AM Pk Bus	7:02	5:03	6:16	-1:59	-0:46
Off-Pk Bus	5:23	6:02	6:07	+0:39	+0:44
PM Peak Bus	6:47	5:31	5:37	-1:16	-1:10
AM Pk Car	3:38		3:39		+0:01
Off Peak Car	3:15		2:50		-0:25
PM Peak Car	5:22		3:27		-1:55

Surveys of traffic conditions for buses in the Bridgefield Street area of Stockport Town Centre have been conducted before the introduction of a traffic improvement scheme.

Stockport Council has identified the area around Bridgefield Street and Great Egerton Street as a prime area for transport improvement, as part of its Integrated Routes programme. It is a very busy area used by buses, cars and pedestrians heading for the car parks and lorries making deliveries to local shops.

The following changes are to be made:

- Creation of a two way link for buses between Mersey Square and Great Egerton Street. Bus stops will be repositioned along this link for both in-bound and out-bound buses servicing the east of the Borough.
- Bridgefield Street is to be limited to buses, service vehicles, cyclists and disabled badge holders.
- Entry to the car parks will be from Woodman Street with new car park exits onto Port Street and Great Egerton Street.
- Separate lanes will be provided along Great Egerton Street for those cars wanting to enter the car parks. These will be linked to a new Car Park guidance and control system which is designed to make the best use of all car parks in the Town Centre.

Other improvements will include:

- More parking for disabled people will be provided on Prince's Street.
- Better links for pedestrians from the car park areas into the shopping areas.
- Speed tables at the junctions of Hatton Street and Woodman Street will provide raised crossing points. These will also help people with disabilities.
- The provision of high quality bus stops and shelters.
- Advanced cycle lane markings to be provided at the Great Egerton Street/Little Egerton street junction.
- The two existing car parks either side of Hatton Street are being linked to make one car park and the layout will be redesigned to create additional disabled spaces.
- The car park will be resurfaced and relined. Improved lighting, CCTV and help points will be installed to increase security. In addition, there will be improved landscaped areas and planting in the car park.
- Road surface improvements will be carried out along Brown Street, Woodman Street, Bridgefield Street and Prince's Street.

Table 27 summarises the results of the surveys.

Table 27 Bridgefield Street Weekday Summary Before Survey Results

Time Period	Bus Journey Time (min:sec) Min/Max/Average (Ave Speed mph)	Total Passengers Boarding	Total Passengers Alighting	Bus Headway (minutes) Min/Max/Average	Bus Sample Size
Weekday (Tuesday 16 December 2003)					
07:30-09:30	0:23/03:11/1:43 (16 mph)	274	3	1/ 30/4	61
12:00-14:00	1:24/11:00/4:44 (6 mph)	430	3	1/13/3	70
16:00-18:00	1:03/08:59/4:13 (7 mph)	712	5	1/11/3	75
All periods	0:23/11:00/3:39 (8 mph)	1416	11	1/30/3	206
Saturday (13 December 2003/17 January 2004)					
10:00-16:00	0:39/22:59/3:38 (8 mph)	1625	3	1/18/3	233

Miscellaneous Background Indicators

Highway Maintenance

Table 28 reports the Best Value indicators representing highway maintenance. Note that road maintenance indicators can vary depending on the assessment method and the proportion of the road network assessed. The indicators are:

BV 96

Condition of principal roads as a percentage of the network with negative residual life, derived from deflectograph surveys, CVI or TRACS type surveys (TTS).

BV 97

Condition of (a) classified and (b) unclassified non-principal roads as a percentage of the network with negative residual life from Coarse Visual Inspection (CVI) survey of the non-principal road network to be carried out under UKPMS Rules and Parameters and in accordance with the UKPMS Visual Survey Manual, Version 1.0.

BV 100

Number of days of temporary traffic controls or road closure on traffic sensitive roads caused by roadworks per km of traffic sensitive road.

BV 165

The percentage of pedestrian crossings with facilities for disabled people.

BV 178

The percentage of total length of footpaths and other rights of way which were easy to use by members of the public.

BV 186

Roads not needing major repair as percentage of the (a) principal and (b) non-principal road network where major structural treatment is not considered necessary* divided by the authority's average structural expenditure per kilometre on the (a) principal (b) non-principal road network over the past three years.

BV 187

Condition of category 1, 1a and 2surface footways as the percentage length of the footway network with a Footway Condition Index greater than a threshold value indicating treatment need.

Table 28 Highway Maintenance Best Value Indicators for SEMMMS "Core" Authorities

		96	97a	97b	100	165	178	186a	186b	187a
Cheshire	**2001/2**	23.8	2.8	2.7	1.2	85.0	75.0	N/A	N/A	N/A
	2002/3	20.7	5.9	7.0	N/A	86.0	73.8	9700	35400	28.4
	2003/4									
	2001/2	4.3	10.2	9.0	0.1	50.0	69.1	N/A	N/A	N/A

Manchester	**2002/3**	9.1	17.6	16.0	0.2	55.0	70.9	2925	18387	20.3
	2003/4									
Stockport	**2001/2**	15.1	46.3	38.5	0.1	75.1	60.3	N/A	N/A	N/A
	2002/3	10.3	26.9	27.5	0.1	81.6	62.8	9890	24000	27.1
	2003/4									
Tameside	**2001/2**	1.6	6.3	35.0	1.0	68.5	65.0	N/A	N/A	N/A
	2002/3	3.0	5.2	14.0	0.6	77.5	77.0	11600	24280	23.5
	2003/4									

Percentage of New Homes Built on Previously Developed Land (BVPI 106)

This is an indicator of the extent of brownfield residential development, and relates in particular to the core objective of supporting urban regeneration and bringing disused and under-used urban land back into effective use. Table 29 shows the indicator for SEMMMS "core" authorities.

Table 29 Percentage of New Homes Built on Previously Developed Land

District	**2001/2**	**2002/3**	**2003/4**
Manchester	91%	95%	
Stockport	93%	97%	
Tameside	69%	64%	
Macclesfield	88%	83%	

SEMMMS Core Objectives and Performance Indicators

Performance indicator	Data source	Baseline data	SEMMMS draft target	Relevant national or LTP target
£ Promotion of environmentally sustainable economic growth				
HI 15: Goods vehicle kilometres for A & B roads	GMTU manual and automatic traffic counts NRTC Counts in CC & D	2002 SEMMMS GM 37m SEMMMS C 19m (A roads only) SEMMMS D 18m (A roads only)		Change in overall freight traffic relative to GDP.
Congestion Journey times on specific routes at specified times, including routes to Airport	Intended to use vehicle tracking data			
Journey time reliability Variation in journey times on specific routes at specified times	Intended to use vehicle tracking data			
HI 6 Annual car kilometres on motorway, A&B roads	GMTU manual and automatic traffic counts NRTC Counts in CC & D	2002 SEMMMS GM 1243m SEMMMS C 396m (A roads only) SEMMMS D 180m (A roads only)		
HI 9 Number of organisations implementing travel plans	District and County records	2003 12 written plans at stage 3 and above. (SEMMMS GM) 8 in SEMMMS C	A joint team has been set up based in Stockport to pursue work on travel change and indicators on travel related targets will be set in the light of their work.	
Modal split at specific travel plan operators	Operator surveys	2001 mode to work census data		
Promotion of urban regeneration				
BV 106: % new houses on brownfield sites	District and County authorities	2002/3 Manchester 95% Stockport 97% Tameside 64% Macclesfield 83%		
Improvement of amenity, safety and health				
HI 7 Number of casualties, KSI, child KSI, walking and cycling casualties.	Greater Manchester Police records	SEM GM Base 2002 All Cas 3360 2817 All KSI 262 220 Child KSI 56 43 Bicycle 274 200 Pedestrian 550 448 SEM C Base 2002 All Cas 657 537	2010 SEMMS Target - 94 19 168 335 2010 SEMMS Target -	2010 LTP Target - 131 27 206 413 2010 LTP Target -

		All KSI 172 83 Child KSI 18 15 Bicycle 46 35 Pedestrian 77 68	79 9 29 47	103 11 35 58
HI 16 Maintenance Best Value indicators	District and County authorities	See main section		

Performance indicator	Data source	Baseline data	SEMMMS draft target	Relevant national or LTP target
Enhancement of the regional centre, town, local and village centres and the airport				
HI 1 Modal split to Stockport key centre	GMTU cordon counts, GMPTE CPS surveys. Baseline to be re-established using GMATS surveys	2003 survey am pk: car 17300 77%, p t 5900 23% cycle 140 ped 2000 off-pk: car 12400 72%, p t 4800 28% cycle 40 ped 1500	LTP am pk: car 64%, p t 36%	
Modal split to airport	Manual and automatic counts and interview surveys conducted by or on behalf of airport	18% trips to airport by non-car modes in 2002 (18.6m total trips)	Airport Ground Transport Strategy Targets: 23% trips to airport by non-car modes by 2005 40% trips to airport by non-car modes when passenger levels reach 40.0m (2015).	
Wilmslow and Macclesfield Town Centre Cordon Surveys	Cheshire Cordon Counts	2002 surveys Wilmslow 07-19 all 43500 cycle 320 ped 2370 Macclesfield 07-19 all 54300 cycle 410 ped 5430		
Trends by public transport, car, cycle and walking mode in important local and economic centres	GMTU counts and interview surveys	Surveys yet to be undertaken. Centres identified in Stockport and MORI Survey conducted which can provide baseline data 5 centres identified in Mcr (Wythenshawe, Didsbury, Northenden, Sharston IE & Roudthorn IE), 2 in Tameside (Denton and Hyde) and 2 in Cheshire (Poynton and Wilmslow?)		
Satisfaction of users of local centres with environment and transport	GMPTE tracking surveys	Awaiting results		
Local centre footfall surveys	GMTU counts	2003 Fri Sat Stockpt 12647 11513 Bramhall 2628 3330		

		Cheadle 2202 2448 Cheadle H 1633 1965 Edgeley 2960 2757 Hazel Gr 1990 1779 Heaton Mr 1347 1633 Reddish 1847 1690 Marple 2222 2493 Romiley 1305 1251 Denton 3603 2814 Hyde 5018 6211 1999 Wy'shawe 7951 9417		

Performance indicator	Data source	Baseline data	SEMMMS draft target	Relevant national or LTP target
HI 2 Bus, rail and Metrolink passenger journeys	GMPTE CPS surveys and GMTU rail boarding counts	Rail 2003 Inbound to Mcr am peak 0730-0930 5332 off peak 0930-1330 2993 (SEMMMS GM + Glos & Had) Bus 67.4m passenger journeys Nov 02-Oct 03 (SEMMMMS GM only) Metrolink No routes in SEMMMS area yet	**SEMMMS area targets**: Increase in am peak patronage figures by 45% between 1999/00 and 2010/11, Increase in off peak patronage figures by 90% between 1999/00 and 2010/11 **SEMMMS area targets** 8% increase in peak period between 2001 and 2011, 30% increase in off peak period between 2001 and 2011 No targets set yet	LTP target 27% & 54% respectively Draft 'stretched' LTP target 10%
% users satisfied with bus service provision	GMPTE tracking survey	Awaiting results		
% users satisfied with rail service provision	GMPTE tracking survey	Awaiting results		

☯ **Encouragement of the community and cultural life of neighbourhoods, and the encouragement of social inclusion**				
HI 4 Walking flows on key routes and in key	GMTU automatic and	See main section	Targets for key routes can be set when	

centres	manual counts –		sufficient baseline data has been collected, by June 2004.	
HI 5 Cycle flows by SEMMMS area.	GMTU 12 automatic sites and A & B manual counts C A manual counts and automatic programme being set up	See main section	No targets set yet.	Cycle trips to increase threefold
HI 10 Modal split of journey to school in SEMMMS area	GMTU 'hands-up' survey (equivalent to be set up in CC)	2003 SEMMMS GM % non- car Primary 60 Secondary 81	No targets set yet.	
Number of schools in SEMMMS area implementing travel plans	District & County records	2003 7 written plans at stage 3 and above. (SEMMMS GM) 8 in SEMMMS C	A joint team has been set up based in Stockport to pursue work on travel change and indicators on travel related targets will be set in the light of their work.	
Modal split at specific school travel plan operators	Individual school travel surveys	Cheshire Primary 47% non-car Cheshire Secondary 74% non car		
HI 14 Information provision, concessionary trips, Ring & Ride, accessible buses	GMPTE and operator records	Awaiting results		
% population satisfied with overall quality of walking environment	GMPTE tracking survey	Awaiting results		

Chapter 11 Review of the Strategy

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 – GMPTE, Manchester, Stockport, Tameside and Trafford – a neighbouring authority outside the SEMMMS area.

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 are submitting an annexe to funding bid in July 2004.

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 or the SRA 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.

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.