

# South East Manchester Multi-Modal Strategy Progress Report 2006/7-2007/8

## 1 Introduction

**1.0.1** This document is written jointly on behalf of the following authorities:

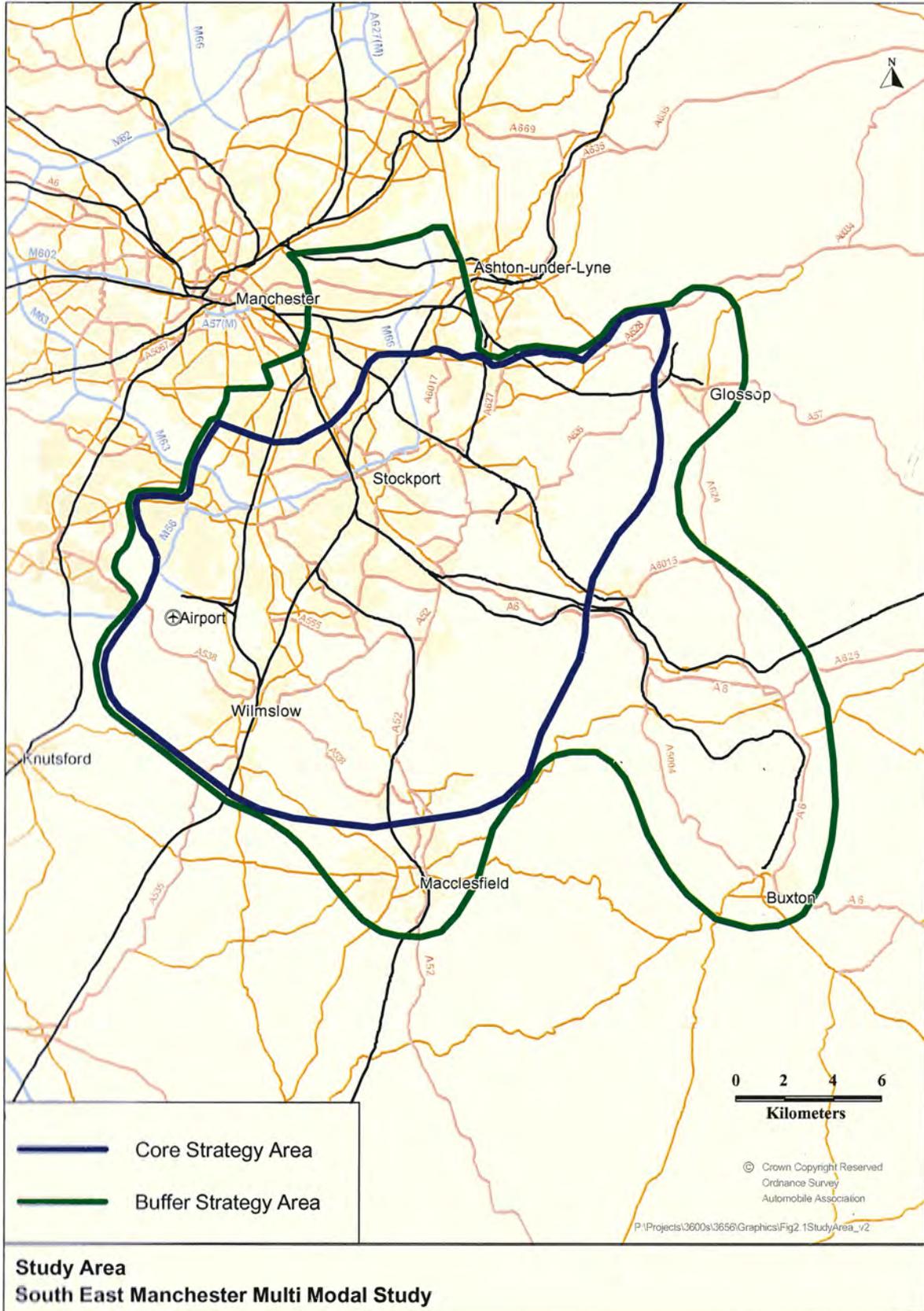
- Cheshire County Council (CCC),
- Derbyshire County Council (DCC),
- Greater Manchester Passenger Transport Authority / Executive (GMPTA/E),
- Manchester City Council (MCC),
- Stockport Metropolitan Borough Council (SMBC), and
- Tameside Metropolitan Borough Council (TMBC).

**1.0.2** It gives a short overview of the background of the South East Manchester Multi Modal Strategy the work that has been done in the last two years

to further the implementation of the strategy, along with the proposed future works for the period to 2011. A more detailed review of the Strategy is set out in the Local Transport Plan Two - South East Manchester Multi Modal Strategy Implementation Plan Appendix.

**1.0.3** The South East Manchester Multi Modal Strategy (SEMMMS) was developed from a study that was commissioned by the Government and undertaken by the Government Office North West (GONW) and published in 2001. The study reviewed transport concerns and identified the issues and the potential future problems faced by the South East Greater Manchester area (See Map), then identified options and proposed a package of improvements.

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SEMMMS Area Map

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**1.0.10** In 2002 the recommendations of the strategy were welcomed by the then Transport Minister, John Spellar, who invited the local authorities to take forward the schemes necessary to deliver the strategy. This implementation has been supported by the Government since 2002/3 through supplementary bid funding and as an integrated element of the Local Transport Plan process. This funding will continue to be available until at least 2010/11.

**1.0.11** The original strategy was developed on a 20 year timescale to deal with the existing and predicted transport problems in the area. This work was split in to Short, Medium, and Long Term programmes.

**1.0.12** Five main core objectives were adopted in the Strategy:

- 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, and
- v. the encouragement of the community and cultural life of the neighbourhood and of social inclusion.

**1.0.13** The five core objectives have clear linkages to transport issues that were identified/considered within a series of defined sub-objectives. These were broken down in to five priority themes.

## Public Transport

**1.0.14** The provision of a fully accessible public transport system to promote sustainable economic growth, the improvement of neighbourhood community and cultural life, and the encouragement of social inclusion are integral to the delivery of the SEMMMS objectives. Providing new and improved public transport in the area including rail, bus and metrolink.

## Use of Road Space

**1.0.15** Changing the way in which road space is allocated and the quality of the network for users can form part of the broader promotion of urban regeneration and the creation of improved

amenity, safety and health by making public transport, cycling and walking more attractive to the public. This develops the community and cultural life of the neighbourhood and the encouragement of social inclusion. It was identified as a key concern in the initial Study and so remains an integral part of the strategy.

## Transport Change

**1.0.16** Transport change has always been a key element of the strategy and has been implemented in many cases through the measures outlined above under Public Transport and Use of Road Space. There have been some aspects of Transport Change that have been taken forward separately, for example the development of school travel plans and the promotion of Safer Routes to School, and the development and implementation of business travel plans. However, the implementation of many of the elements of Transport Change set out in the SEMMMS strategy requires revenue funding, but this has not been increased as a result of SEMMMS.

## Urban Regeneration

**1.0.17** Urban Regeneration within the SEMMMS area has allowed regeneration of the area, improvements to the streetscape and improved accessibility of the area by a range of transport modes. In this way urban regeneration has enabled several elements of the strategy to be packaged together for delivery. These improvements increase the attraction of the regenerated areas whilst reducing the impact of any car trips generated.

## Roads

**1.0.18** The development of the package of highway works, in particular the major highway schemes identified in the SEMMMS strategy, has been dealt with fully in direct discussions between the DfT and the three authorities (Cheshire County Council, Manchester City Council, and Stockport Metropolitan Borough Council) charged by the Secretary of State with the development of the schemes.

**1.0.19** Other highway related work has included the reduction of the negative impact of freight traffic on roads in the SEMMMS area, through encouraging the use of appropriate routes and rail freight.

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## 2 Progress to Date 2006/07 and 2007/08

**2.0.1** The SEMMMS Authorities have continued to work on the implementation of SEMMMS objectives under the established primary themes: Improving Public Transport, Use of Road Space, Highway Maintenance and Major Highway Scheme Design. For Greater Manchester SEMMMS funding totalled £6.8m for both 2006/7 and 2007/8. For Cheshire County Council the respective figures are £1.226m. and £1.057m respectively.

**2.0.2** Derbyshire County Council is receiving direct SEMMMS funding for introducing SEMMMS related measures within the area/ buffer zone during 2008/09 - 2010/11. However, it has implemented a number of supporting measures in earlier financial years, which are described elsewhere.

**2.0.3** Although SEMMMS funding has not been determined beyond 2010/11 there will be a series of ongoing projects supporting the SEMMMS objectives that including:

- Community Rail Partnerships that will provide improvements at stations to improve access and facilities for customers e.g. improved cycle parking planned for Northern Rail Stations in Cheshire and refurbishment of Buxton and New Mills Central stations in Derbyshire;
- Peak Forest Canal Tow Path improvement plan to enhance connections between Derbyshire, Cheshire and Tameside; and
- Similar approach to maintenance and improvement along the A6, A34 and A523 to provide a coherent set of messages to users.

## 3 Major Schemes

**3.0.1** There are four major scheme elements within the strategy. Work on their delivery continues:

- **SEMMMS New Relief Road** – The design and preparation of the SEMMMS New Relief Road has continued with significant work undertaken in meeting DfT requirements as part of the scheme promotion. Some funding

has been identified in the Pre – Budget Report 25 November 2008 which states “Up to £165m dedicated to creating a new road link between Manchester Airport and the A6 to the east. This would provide better access to and from the UK’s fourth largest airport for the 21 million passengers who use it each year, and support the continued development of this key economic asset for the North of England“.All the authorities involved will be anxious to take advantage of the opportunity afforded by this decision to progress this phase of the road scheme and will work with Government officials and others to bring this forward. The non-delivery of the SEMMMS New Relief Road has been identified as a major threat to the success of the overall strategy.

- **Metrolink** - Work has continued on the proposals for a Metrolink extension to Stockport. However, the delivery of such a route is unlikely before 2013. Consideration is also being given to tram-train options for extending the tram system beyond Stockport to Marple. The delay and possible non-delivery of these schemes have been identified as a possible weakness to the SEMMMS programme as it will compromise its overall integrated approach
- **Quality Bus Corridor / Integrated Transport Corridor(QGC/ITC) <sup>(1)</sup>** - Work has continued during the LTP2 period to finalise the delivery of QBC/ ITC routes in the SEMMMS area. This has been enhanced with additional capacity identified within the SEMMMS funding to deliver additional works described more fully in the transport section below. The delivery of the QBCs/ITCs schemes is one of the acknowledged strengths of SEMMMS resulting in increased patronage and consumer satisfaction and significant operator investment and
- **Rail Improvements** - improvements that were identified as part of SEMMMS are largely dependent on joint working with Network Rail and Train Operating Companies. The more significant objectives proposed by SEMMMS have always been acknowledged as difficult to deliver due to the major works and investments required

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**3.0.2** Other major schemes related to SEMMMS are:

**3.0.3 Mottram to Tintwistle Bypass and the Glossop Spur** – Although not directly a SEMMMS funded scheme the non-delivery of these projects is considered to be a threat to the success of the overall strategy and will affect the long term gains to all forms of transportation in the area.

**3.0.4 Denton Interchange** - Again, although the congested Denton Interchange is not directly a SEMMMS related scheme, the strategy acknowledged the area will benefit considerably from an overall improvement in traffic conditions.

## 4 Greater Manchester & Cheshire

### 4.1 Use of Roadspace

**4.1.1** All the Greater Manchester SEMMMS authorities have continued to undertake schemes, which reallocate road space to support the use of more sustainable modes of travel and contribute to the overall improvement of the road network for all users.

**4.1.2** Improving the facilities for non-car drivers has been identified as a strength of SEMMMS as a means for encouraging behavioural change. Road space reallocation is often an integral component of other far larger schemes – typified by local safety schemes, which often deliver additional benefits beyond the scope of the main project.

**4.1.3** Road space reallocation has involved the creation of on street cycle facilities, improvements to the pedestrian network, reducing traffic speed and removal of targeted vehicles from inappropriate routes, in order to make vulnerable road users feel more secure. This has included:

- Improvement work on the pathways in the Mersey Valley in Northenden, which provide links with Chorlton Water Park and the Trans Pennine Trail in 2006/07;
- Improvement work on the Black Path in Wythenshawe, linking the Wythenshawe area with Manchester Airport in 2006/07;
- Investment in the Birchfields Road Cycle Corridor and Upper Lloyd Street in 2007/08;
- The delivery in 2007/08 of the final arm of the St. Thomas's Recreation Ground cycle and pedestrian route in Offerton. This has created an East West link through the park moving cyclists and pedestrians away from two heavily trafficked roads and creating a link between the residential area of Offerton and the town centre;
- Maintenance work on the Middlewood Way which provides a partially off - road route to local schools and a high quality off - road link between Rose Hill and Middlewood stations. The scheme also provides a recreational route between Macclesfield, Cheshire and Marple, Stockport, with surface and drainage improvements creating a smoother route that can be used in poor weather. This has led to an increase in the number of users on the route, especially at weekend;
- The early phases of delivery for the Marple Multi User Trail (which is being delivered as part of the Conect2 Lottery funding from Sustrans) is planned for completion in 2010;
- Continuing implementation of traffic calming schemes such as Half Moon Lane, Offerton a 20 mph zone serving three schools in the local area;
- The provision of on highway cycle lanes and advanced stop lines (ASLs) at traffic signals for example:
  - A6017 Stockport Rd, Denton - The A6017 Stockport Road, Denton forms a strategic link on the Trans Pennine Trail (NCN62). Advisory on road cycle lanes and a mandatory 30mph speed limit have been introduced in 2006/07 over a 500m length northward from the Stockport boundary;
  - A6017 Stockport Rd/Wakeling Rd junction, Denton – As a second phase to the above scheme, a right - turning lane from Stockport Road into Wakeling Road were introduced in 2007/08. Cycling facilities were maintained by converting the verge on the western footway to a shared cycle track/footway over a short length and

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by retaining the advisory on road cycle lane on the east side of Stockport Road ; and

- Footpath/Cycle Route, Hurst Clough, Mottram - Improvements have taken place to a footpath in the Mottram area linking Winslow Avenue (adjacent to Broadbottom Road) across Hurst Clough to Chain Bar Lane. This footpath forms a traffic free route on the Trans Pennine Trail (NCN62), enabling cyclists to avoid the heavily used and potentially dangerous A57(T) at Mottram junction. It also enables school children to walk safely to school on a largely traffic free route rather than being driven on the more circuitous local road network.
- Increasing the number of cycle stands in town centres, leisure facilities and schools across the SEMMMS area. For example 12 cycle stands have been provided at the Ken Wood leisure centre in Hattersley and a covered bike stand provided at Dowson Primary School, Gee Cross, Hyde;
- Environmental improvements including work to a major residential area to the south west of Hyde, thereby improving pedestrian access to Hyde town centre especially for the mobility impaired. Similar footway improvements have been undertaken on Laburnam Road, Dane Bank, Denton;
- Pedestrian improvement measures to assist the mobility impaired where additional works to improve dropped crossings at signal controlled pedestrian crossings have been funded; and
- The undertaking of minor improvement schemes upon the Definitive Public Footpath Network identified as part of the Rights of Way Improvement Plan.

**4.1.4** Cheshire County Council has concentrated on supporting and developing local centres with a package of measures designed to enhance access, increase safety and security, improve highway infrastructure and develop the local environment. Wherever possible this has been done in conjunction with other planned works or with support from local partners, either through direct financial input and / or in close liaison in developing the works package. Some general indication of the packages is given below:

- Bollington - An action plan for environmental improvements in the historic centre of Bollington, building on previous highway maintenance and public transport enhancements funded through SEMMMS, was developed in partnership with the Town Council, the Civic Society and Macclesfield Borough Council. It provided gateway features, street furniture and street lighting improvements along with highway and footway surface renewals complementary to the historic nature of the central triangle around Palmerston Street, Water Street and High Street. Funding for the project was provided through SEMMMS, Macclesfield Borough Council and the North West Development Agency (through a grant application by the Town Council). The enhancement of the centre will continue through consideration of car parking provision and local signing to ensure an attractive and viable local centre.
- Disley - An action plan was developed through consultation with the parish council, traders and Macclesfield Borough Council to provide environmental improvements to the town centre, some of which is in a conservation area. The scheme was incorporated into a major resurfacing programme renewing the carriageway on the A6 from Disley village southwards towards the Derbyshire boundary.

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## Information 1

### Case Study: Handforth Village Centre Works

#### Introduction

Handforth sits close to the Stockport / Cheshire border and is on the southern fringe of the Manchester conurbation. Its 'village' shopping centre, lying on the B5358, provides important local services for the 13,000 population, although wider strategic shopping needs are met by the adjoining Handforth Dean centre (located off the A34) where a number of sub-regional 'superstores' are sited. Although there are strong social / employment links to both Manchester Airport and the Manchester conurbation, the village centre provides an important function for local retail and commercial services for a significant element of the population. It is important to strengthen this local centre for social, community and sustainability reasons and the package of highway and environmental works, developed in close consultation with the local community and businesses, was designed with this need in mind.

#### Problems

Critical areas of local concern centred on the safety of existing local short-stay shopping parking, traffic speed, pedestrian accessibility and the quality of the local environment. From a highway management point of view there was a need to focus on highway safety, maintenance and public transport facilities.

#### Approach

The scheme implemented addressed all these issues and the works were developed through close liaison with both the local community and businesses and Macclesfield Borough Council, as key stakeholders. The work involved:

- Revised parking layouts increasing highway and pedestrian safety;
- Provision of disabled parking spaces;
- Amended highway layout controlling traffic speeds;
- Additional pedestrian crossing points;
- Improved carriageway structure through maintenance works;
- New public transport waiting and information facilities;
- Themed street furniture and landscaping;
- Re-paved and up-graded pedestrian footways;
- Additional cycle facilities on the B5358; and
- Up-graded highway lighting, increasing safety and security.



Handforth

#### Cost & Funding

The SEMMMS funding was critical in the implementation of the scheme providing £350,000 of the total scheme cost of £550,000.

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### Review

In the three years preceding the scheme implementation there were 15 slight/serious personal injury accidents over the length of the B5358 affected by the works and over 18 months (to date) following opening the scheme the number of slight/serious accidents has been two. The scheme construction was carefully managed to minimise the impact on businesses and the local community and the works have been well received.

## 4.2 Quality Bus Corridors/Integrated Transport Corridors

**4.2.1** Public transport improvements in the area have centred on the SEMMMS Major QBC/ITC scheme, which began in 2002/03 and aims to:

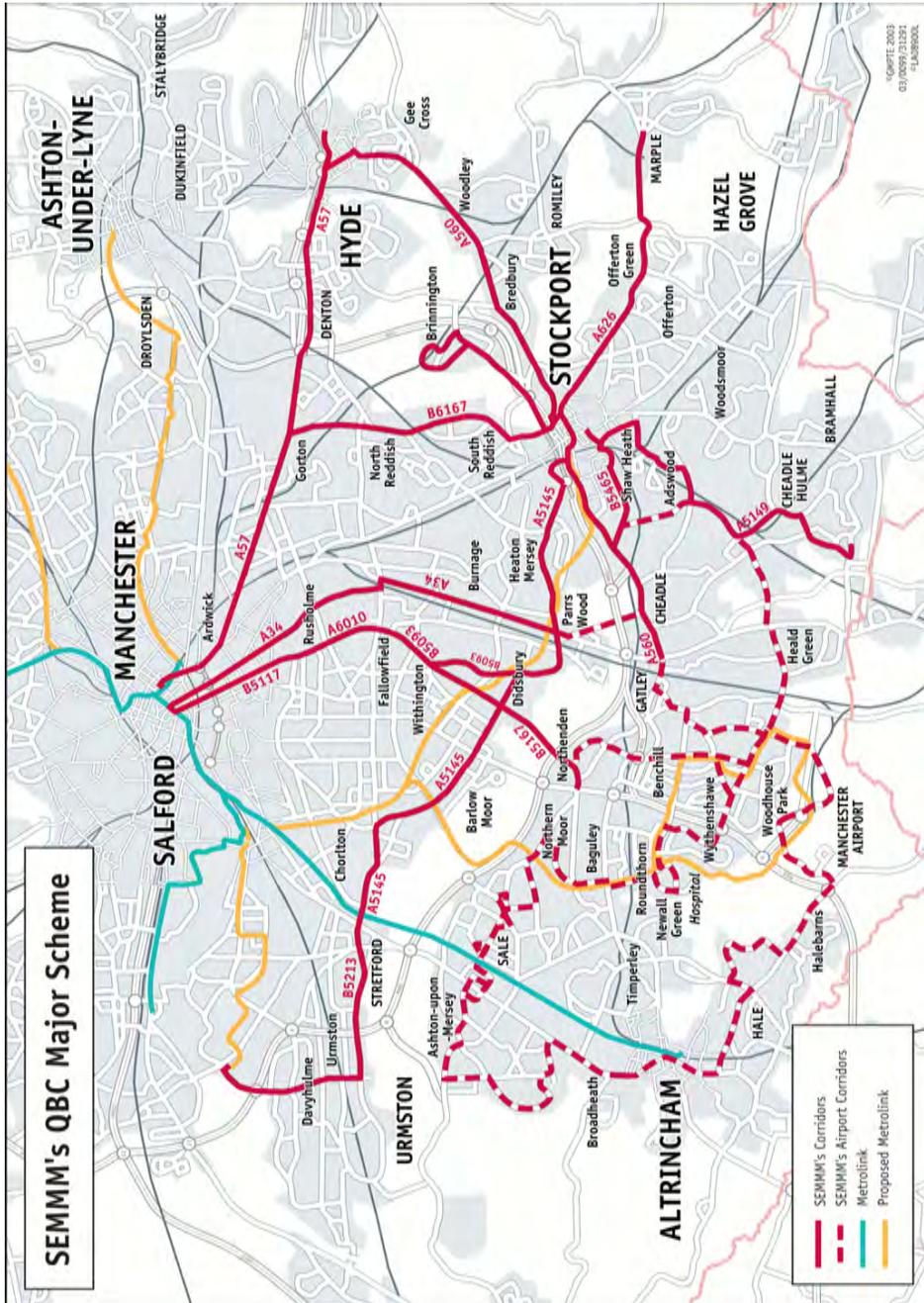
- reduce bus journey times to make them more competitive with the car;
- reduce the variability of bus journey times to make services more reliable;
- increase the comfort and convenience of bus travel for all users; and
- ensure that bus services provide a real alternative to car use; and improve pedestrian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

**4.2.2** The SEMMMS programme covers eleven main 'corridors' plus a network of routes serving Manchester Airport. The eleven main corridors in the SEMMMS programme are:

- Manchester – Hyde (A57)
- Stockport – Hyde (A560/A627)
- Stockport – Brinnington
- Stockport – Marple (A626)
- Stockport – Cheadle Hulme
- Stockport – Cheadle (A560)
- Stockport – Urmston (A5145)
- Manchester – East Didsbury (A34)
- Manchester – Northenden (A6010/B5167)
- Withington – Didsbury (B5093)
- Stockport – Reddish (B6167)

**4.2.3** The 56km network of airport routes extends from Ashton-upon-Mersey, west of the A56 in Trafford, to Adswold and Heald Green, east of the A34, in Stockport.

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SEMMMS QBC Scheme

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**4.2.4** In the first four years of the scheme (March 2002–March 2006) SEMMMS delivered:

- 26 bus lanes;
- 40 new or improved traffic signals ;
- 48 cycle lanes;
- 55 traffic management schemes;
- 141 pedestrian improvements;
- 327 bus stops; and
- 486 parking/loading bays.

**4.2.5** An evaluation of the benefits of the QBC/ITC programme is contained in the main progress report for the LTP2.

**4.2.6** In addition to the major scheme, we have also identified ‘hotspots’ where congestion and delays impact on the reliability of the number 11 bus service, (which runs between Stockport and Altrincham via Cheadle, Gatley, Wythenshawe, and Wythenshawe Hospital) and resulted in widely varying journey times. One of these locations is the cross roads at Gatley where improvements are currently being implemented. Further proposals will be developed and costed for future implementation

### Case Study: Junction 1 M60

#### Introduction

Bus priority measures were introduced at Junction 1 of the M60 motorway (Pyramid Roundabout), located approximately half a mile west of Stockport Town Centre.

#### Problems

The location is a large grade separated signalised roundabout that is used both by local and strategic motorway traffic. Buses were delayed travelling from east to west through this very busy motorway junction and pedestrian and cycle facilities were poor.

#### Approach

Construction of bus only link road (Completed August 2007)



#### Junction One Bus Way

- Provides a bold statement to all road users that public transport is seen as a priority.
- Has been successful in acting as a catalyst in increasing political and public confidence to progress additional bus priority schemes.
- Pedestrian and cycle facility improvements for the area which forms part of the Trans Pennine Trail.
- Improvements to safety and improved bus stop facilities for the area.

Introduction of an additional signal control at the Didsbury Road exit; and widening of Didsbury Road to introduce two lane egress from the roundabout

#### Funding

The cost was £1,663,973, comprising £1,427,987 from the SEMMMS major QBC scheme and £235,986 from Stockport MBC's SEMMMS Minor Works budget.

#### The Benefits

Significant public transport journeytime improvements westbound.

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## Case Study: Rusholme District Centre



Rusholme District Centre

### Introduction

Bus priority measures were introduced in Rusholme District centre, Manchester.

### The Problem

Rusholme District Centre is a very busy and cosmopolitan District Centre with extensive retail and restaurant activity throughout the daytime and evening. It suffered from poor loading and parking arrangements, congestion and poor pedestrian provision, leading to a high accident record and delays for high-frequency buses passing through the area. Approximately 100 buses per hour pass through the District Centre each way at peak times - the largest number of registered bus routes and hence the heaviest flow of buses on any road in the Greater Manchester Area.

### Approach

The scheme that was developed sought to achieve the following:

- Reduce personal injury accidents.
- Increase safety for pedestrians and cyclists.
- Better management of on street parking.
- Improved servicing for local businesses.
- Improved reliability of bus services.
- Reduction in congestion.
- Improved visitor perceptions of the area

For buses, short sections of bus lane were removed from within the core area and replaced by with-flow bus lanes on the northern and southern approaches terminating at signalised bus gates. In addition several bus stops were relocated and upgraded to align with crossing facilities and areas where footway space had been increased.

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### Funding

Manchester City Council secured a £1m grant towards a £2.5M improvement scheme. The shortfall in funding came from the Council's highways capital budget, a contribution from the European Regional Development Fund and; a £400K contribution from the SEMMMS Major QBC Schemes budget.

### Benefits Gained

- A reduction in traffic flows of 8% on weekdays and 13% at weekends;
- A 118% increase in cycle usage on weekdays and 26% increase on weekends;
- An improvement in bus headway times;
- An average of 29% more passengers boarding on weekdays and 19% on weekends;
- Average traffic speeds reduced in both directions, with buses being less affected than cars, and
- Average footfall increases of 22%.

### 4.3 Other Bus Improvements

**4.3.1** The successful Yellow School Bus initiative has continued to be implemented with two buses being put in place at Offerton High School in 2006. The buses have proved successful in, reducing incidents of anti-social behaviour on the school journey, encouraging more children to travel to school by bus rather than by car thereby supporting the implementation of the school travel plan.

**4.3.2** SEMMMS funding has also been used to improve provision of flexible, or door to door, transport for people who are unable to use traditional public transport. Flexible transport is provided by a number of agencies including the GMPTA providing a Ring and Ride for people with disabilities or a mobility problem and Local Link 'demand responsive' services which can be booked. However, there are also District Council-owned social services vehicles, home to school transport, NHS ambulances and community transport. Improved management of some of these different services has been achieved through a new IT system which sees better utilisation of vehicles. The system will select the best vehicle for each journey and ensure that they are only used when and where required. SEMMMS has also part-funded booking centres in Trafford Park and Wythenshawe. Planned expansion of this system will widen the coverage of operators and vehicles.

**4.3.3** In Cheshire planned public transport schemes have been successfully implemented within the programmed framework and wherever possible they have been carefully co-ordinated with other SEMMMS and County Council schemes in order to minimise costs and disruption to the public during construction. Where bus stops have been upgraded, bus stop clearway road markings and signs have been erected in order to tie in with Civil Parking Enforcement implementation in Macclesfield District. Additional funding from other sources is also being used as appropriate.

**4.3.4** Access to Manchester Airport is a critical element of SEMMMS. The Airport/Altrincham - Wilmslow - Knutsford route is one of the key routes, especially as it serves the west side of the Airport where an increasing number of jobs are located in the cargo centre. This is a long bus route and the work is being spread over the 2007/08 and 2008/09 financial years. In the first of these years, 23 bus stops have been brought up to modern fully accessible standards. Again, full consultation with stakeholders took place and changes were made to the scheme to incorporate the comments received.

**4.3.5** One of the key feeder bus routes in Macclesfield is that from the Weston area into the town centre with its shops, offices, bus and rail stations (with connections into Stockport and Manchester), together with a new health centre. This bus route has been brought up to modern standards with low floor buses and all 26 stops have been provided with full disabled access. To improve personal safety five of the bus shelters

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have been fitted with CCTV. Full consultation with stakeholders took place and this resulted in changes to the initial design concepts.

## 4.4 Rail

**4.4.1** Gatley and Davenport Stations have received improvements including new signage, dropped kerb and tactile paving and crossing points.

**4.4.2** Network Rail have carried out a £13 million programme of improvements to four stations Mauldeth Road, Burnage, East Disbury and Gatley on the Styal line. Key improvements included:

- All platforms were replaced with steel frame and GRP platforms;
- Disability Discrimination Act compliant access ramps installed at all four stations;
- New Lighting to platforms and ramps at all four stations; and
- New Macemain shelters at East Didsbury, Gatley and Mauldeth Road.

**4.4.3** The GMPTE has also been developing proposals for park and ride at Cheadle Hulme, Gatley and Heald Green. However these are being developed in conjunction with a larger Network Rail project, and are therefore dependent on the rate at which this develops.

**4.4.4** Work to improve pedestrian access to Godley and Newton for Hyde stations, through the provision of drop crossings and improved footways on Sheffield Road and Danby Road respectively took place in 2006/07 at a cost of £19,000.

## 4.5 Highway Maintenance

**4.5.1** Highway Maintenance was identified in the development of SEMMMS as a major concern to the general public and other public groups consulted. SEMMMS therefore recommended that authorities should address the maintenance issues related to carriageways, footways and street lighting. As a result carriageway reconstruction, footway improvements and environmental and safety improvements to street lighting receive a high priority for SEMMMS funding.

**4.5.2** The ability to regenerate district centres and integrate schemes with necessary maintenance works has been identified as a

strength in SEMMMS. As such there has been a significant amount of work done by the Greater Manchester authorities via SEMMMS funding to improve accessibility, aid public transport, improve public safety, improve the environment and the streetscape in local, district, and town centres including:

- Pedestrian access improvements to the district centres such as footway improvements on Windermere Avenue, Denton, Littlemoor Road, Longdendale and Joel Lane, Hyde in 2006/07;
- Footway improvements on Sandbrook Way, Denton, Walker Street/Ashworth Street, Ruby Street and Ann Street, Denton in 2007/08;
- Highway and footway improvements have been carried out as part of other related schemes such as S106 funded improvements e.g. Crown Point North in Denton Town Centre;
- Improvements to street lighting for example, in the Haughton Green area of Denton, Dane Bank, and the Clough End Road area of Hattersley as well as areas in Hyde in 2006/07 and works in the residential areas of Dane Bank and Haughton Green, Denton, Denton town centre and, Hyde town centre in 2007/08;
- The Neighbourhood Road Safety Initiative (NRSI) scheme in the Great Norbury Street area of Hyde was completed using SEMMMS funding;
- Improvements in Withington, Longsight and Northenden in 2006/07;
- Improvements in Gorton, Northenden, Withington and Wythenshawe in 2007/08;
- Footway improvement works which have commenced in Romiley;
- Ongoing improvements in Woodley will see the entire pedestrian centre resurfaced with new street furniture and improved CCTV, lighting, cycle parking and pedestrian and cycling access; and
- Continuing work in the Stockport Town Centre including: the refurbishment of Mersey Square to create a good quality space for events and improve pedestrian safety; improvements to the public realm on Middle Hillgate; and the development of St Peter Square as a 3.3 acre 'urban park' public space and busway.

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## Case Study: Street Lighting Improvements in the SEMMMS Area

### Introduction

Street lighting was identified as a key public concern during the consultation process associated with the development of SEMMMS. The strategy identified the backlog of street lighting renewal as a significant problem within the SEMMMS area.

### Problem

Historically the level of funding for the replacement and renewal of street lighting has been insufficient to maintain lighting stock. In addition the increasing demand for white lighting places a pressure over and above the replacement of old lighting stock. This has made it increasingly difficult to improve the lighting stock to meet both the latest lighting standards and satisfy public expectation.

### Approach

Tameside Council has invested significantly from its own funding to improve lighting. The SEMMMS funding has therefore enabled additional lighting work to take place. This has been focused on the areas with the poorest street lighting conditions. This work has included:

- schemes to improve lighting as part of QBC works;
- local, district and town centre street lighting schemes, for example lighting improvements on Clarendon Street and around the taxi rank near Hyde Bus Station and heritage style street lights on Market Street in Denton; and



Heritage style lighting columns in Market Street Denton

This photograph shows the heritage style lighting columns, which have been provided on Market Street, Denton as part of a wider series of environmental improvements that have taken place within Denton town centre. The works on Market Street have also included improved footways and carriageway reconstruction.

- In residential areas "Slipper" columns have been used for street lighting renewal.

This photo shows a "Slipper" column like those that have been provided as part of a SEMMMS funded street lighting scheme in the Gee Cross area of Hyde. The base of the existing column and its electrical connections are retained and the new column simply fits over the top of this and is the connected to the existing electrical supply.



"Slipper" Columns in Gee Cross.

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## Benefits

The improvement of street lighting enhances perceptions of safety and encourages walking, cycling and public transport use as well as improving road safety. The use of the “slipper” column has reduced the installation time of street lighting to as little as an hour and reduced the cost of replacement by about 40% enabling the number of replacements that can be done to be increased thus reducing the backlog of street lighting works.

## Case Study Gorton District Centre in conjunction with new access for Tesco

### Introduction

This scheme sought to bring about regeneration and a significant uplift in the retail offer in Gorton District Centre through the construction of a large supermarket and market hall with sufficient space for up to 74 stalls. In addition to this the scheme also sought to deliver:

- A scheme of urban realm and traffic improvements;
- Refurbishment of existing buildings;
- Reclamation and redevelopment of derelict sites; and
- To reserve a site for a new health centre.

The project replaces the former Co-op supermarket, market hall and precinct area.

### Problem

Gorton District Centre serves a large residential area but the retail offering was poor and in need of upgrade. Accessibility was also difficult – especially for pedestrians – with severance and road safety particular issues.

### Approach

A number of initiatives were undertaken as part of the redevelopment of Gorton District Centre using a combination of SEMMMS funding and funding from other sources as identified above. These include:

- Widening Hyde Road between Whitwell Way and Wellington Street including; re-surfacing of the carriageway, junction and signal improvement (with pedestrians) at Whitwell Way, upgraded bus stops, creation of a new signal controlled junction for Tesco with full pedestrian crossing facilities, provision of replacement pedestrian crossing with central refuge, Reconstruction of both northern and southern footways, renewal of lighting, review of TROs;
- Widening Whitwell Way and reconstruction of both footways;
- Redesign of Garratt Way including; refurbishment of both footways, introduction of traffic calming and a 20mph zone, relocation and upgrading of the pedestrian crossing, upgrading of signals (with pedestrian phase) at Garratt Way / Cross Street, creation of landscaped areas, renewal of lighting and the introduction of banner facilities for local art;
- Wellington Street between Garratt Way and Hyde Road was redesigned including; refurbishment of both footways, introduction of traffic calming and a 20mph zone, provision of a new pedestrian crossing, and the introduction of a width restriction to prevent use by vehicles rat running en route to Smithfield Market;

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- New traffic signals were installed at Hyde Road / Wellington Street. This is high on the collisions list and the signalisation and banning of certain manoeuvres will greatly improve safety; and
- Installation of traffic calming on parallel routes to prevent rat running.



Pedestrian crossing improvements and new landscaped area.

### Funding

- Estimated cost £2.955M
- SEMMMS £0.6M
- ERDF £0.3M
- NWDA £1.2M
- Section 278 works for Tesco £0.855M.

### Benefits Gained

The above measures were aimed at making the streets in the district centre pedestrian friendly to encourage people to browse and feel comfortable in addition to improving pedestrian safety. Manchester provided two additional pedestrian crossings on Hyde Road and Wellington Street to improve pedestrian permeability. These linked to the new Tesco car park, which has also provided additional parking capacity for the district centre. The improved paving and landscaping will assist the regeneration programme by encouraging private investment. New traffic signals at Hyde Road / Wellington Street have encouraged links with properties to the south of Hyde Road. The widening of Hyde Road and Whitwell Way is necessary to cope with the increase in traffic generated by the new supermarket and allows Manchester to introduce extra crossing facilities without adding significantly to congestion.

### Case Study: Hillgate Streetscape and Junction Improvement as part of the Hillgate Townscape Heritage Initiatives

#### Introduction

A £3.1 million Heritage Lottery and Council joint funded regeneration of the Hillgate Conservation area is ongoing. The improvement to the highway and the public realm is an integral part of this work which is being done to a high standard with natural stone being used over conventional materials to enhance the historic nature of the area while improving the pedestrian network and highway environment.

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## Problem

With an increase in housing developments and town centre living this key route to the town centre and shopping area was in need of regeneration in order to connect residents to the facilities they required and improve the shopping environment. There were also a number of vacant sites and derelict buildings on where housing redevelopment was being encouraged. The area is also a designated conservation area and was in need of restoration.

## Approach

Two main junctions within Hillgate have been improved, giving pedestrian and cycling safety priority. A mini roundabout has been removed and replaced by a full pedestrian phased traffic signalled junction, with increased pavement widths. All footways in the area are now natural stone and new tree planting has been provided at both junctions to improve the aesthetic appearance of the area as a back drop to the new housing and improved pedestrian access in the area.



Edwards Street Junction with New Paving and New Highway Trees.

The Covent Garden junction within the area has also been improved as well as the historic Crowther Steps, where the original setts have been relaid and sympathetic handrails and lighting provided



Crowther Steps.

This improvement of the streetscape and related historical detail has supported the overall outcome achieved by the Hillgate Townscape Heritage Initiative funding to repair the historic buildings. A large number of buildings have been repaired and/or found new uses, including 34 affordable apartments, examples include:

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Restored building on Hillgate.

Richer Sounds buildings Hillgate/Wellington Street junction;  
16a/18 Middle Hillgate;  
Red Bull Cottage and Public House;  
57 Middle Hillgate;  
Former Black Lion Pub;  
Salvation Army Citadel; and  
Oldknow's House, 27 Higher Hillgate

### Funding

The £3.1million of funding was a mixture of SEMMMS, Heritage Lottery and regeneration funding from other sources within the council.

### Benefits

When finished the Hillgate route into the town centre will be a high quality route which will encourage the use of a range of modes to access the town centre. The streetscape will support the historical nature of the buildings on the route by giving them an appropriate environmental setting and so support the residential and business uses of the Hillgate area.

**4.5.3** In Cheshire various highway maintenance work packages have been incorporated in elements of SEMMMS works. For example on the B5166 which is a key route to Manchester Airport and along with other smaller local roads, forms an important access to this major regional transport hub. The general standard of the route, in terms of its alignment and nature, is not good, but it remains a critical route for local access from a highly populated area of Macclesfield Borough. This route has been improved through resurfacing treatments, new speed limits and enhancements to pedestrian movements together with some cycling improvements that are to the benefit of the frontage communities and to traffic accessing the developing Airport business in the absence of the planned strategic routes identified in the SEMMMS work.

## 4.6 Other Works

**4.6.1** Another of the strengths of SEMMMS is the increased ability to encourage behavioural change due to increased school travel plan delivery and the ability to improve the accessibility of routes. Work has continued to encourage a change in modal split away from private motor vehicles reducing congestion and the health and environmental effects of this type of transport. A large part of this work is related to the production

of travel plans but other actions that encourage modal shift or that lead to improved road safety have also been pursued.

**4.6.2** The Greater Manchester Authorities have engaged in a range of initiatives for modal shift related to schools these include:

- School Travel Plan development – Plans are now in place at all Tameside Schools in the SEMMMS area. Initiatives continue in Manchester and Stockport to meet the 2010 deadline for all schools to have the plans in place. Stockport has produced a further 56 plans in the last 2 years. The additionality provided by SEMMMS funding has enabled a greater number of school travel plans to be introduced than would otherwise have been possible;
- Improved access points to schools, for example a ramp at Corrie Primary, Haughton Green, has been provided to give a more accessible route from the main entrance to a footpath at the rear of the school - an important route to/from the main residential area of the Haughton Green estate;
- Safer Routes to Schools including the provision of improved traffic signals, signing and lining with relevant TRO's, maintenance

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of sight lines, dropped kerbs and tactile paving for example:

- Manchester's £1.2m Safer Routes to School programme aims to underpin Travel Planning in schools with physical measures that make walking and cycling an attractive and safe alternative to the car. The Safer Routes to Schools & 20 mph measures around schools won the ICE Award in 2007, commending the programme as an exemplar; and
- route improvements done at Tithe Barn School, Stockport where the scheme involved the introduction of a pedestrian refuge island on Mauldeth Road outside the school; upgrade of two school crossing points (one on Mauldeth Road and one on Clifton Road); provision of dropped kerbs and tactile paving at adjacent junctions; additional signing and lining with traffic regulation orders; cutting back of shrubs to improve sight lines at the school entrance.
- Improvement of cycle facilities on school sites for example the implementation of cycle parking at Offerton High School, Stockport; and
- Walking promotion schemes such as walking buses, Walk Once a Week (WOW) and park and stride e.g. St Peters Catholic Primary School, Hazel Grove, Stockport who have park and stride and take part in walk to school week and Abingdon Primary School, Reddish Stockport who have a walking bus and a WOW scheme in operation.

**4.6.3** Other education establishments such as Adult Education and Six Form Colleges have also been approached to develop travel plans and in Stockport. They are all involved in the Stockport Travel Easy Partnership (STEP) to support the implementation of these plans through collective working and joint travel initiatives.

**4.6.4** In addition to school travel plans all SEMMMS Authorities require all large scale planning applications to include a travel plan as part of the planning approval process. Incorporating defined sustainable targets and actions, clearly designated responsibilities for implementation, and a clear monitoring programme to assess its effectiveness. The Councils also seek contributions from developers to promote public transport. For example within the Tameside SEMMMS area the Council has

been working closely with the Crown Point North management to put together a sustainable travel plan aimed at reducing car trips to the centre, particularly those made by staff, and encouraging more sustainable journeys by public transport, bicycle and walking. In Stockport area wide travel plans have been produced to help reduce specific congestion issues such as the Stanley Green Industrial Estate in Heald Green and at another industrial estate in Bredbury.

**4.6.5** Local safety schemes have also benefited from SEMMMS funding. These have included speed reduction schemes – for example 20 mph zones outside schools and crossing and signal improvements. In Tameside work of this nature has been undertaken in response to the identification of locations with injury accident records including Stockport Road, Denton (Two Trees Lane to Stockport boundary) where there has been a reduction of the speed limit from 40mph to 30mph.

**4.6.6** Tameside has also improved road safety via the Watchman programme. In 2001, as part of a Local Service Agreement, the Council commissioned, co-developed and introduced a bespoke safety camera system in a discrete pilot study area. The main focus of the scheme is through the encouragement of road users to drive more slowly rather than through enforcement. The system is also capable of reminding road users of the posted speed limit

**4.6.7** By encouraging more road users to adhere to the speed limit it was felt that significant personal injury casualty savings could be made. The results of the pilot study proved to be very encouraging, and a modified system has been "rolled out" across the Borough.

**4.6.8** SEMMMS funding has allowed a total of 20 Watchman camera units and 48 vehicle actuated signs to be provided within the SEMMMS area. Spending on Watchman was £104,000 in 2006/07 and £85,000 in 2007/08.

**4.6.9** The implementation of the Watchman system has led to year on year collision and casualty reductions, especially when set against the high traffic flows. In 2000 a total of 1170 personal injury casualties were recorded throughout the Borough, where as in 2007 this total had dropped to 745. It is accepted that the spread of Watchman throughout Tameside has led to calmed traffic speeds in general and is a

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major factor in the 36% casualty reduction total. There has also been a general downward trend in the level of severity of these casualties.

**4.6.10** Stockport has continued implementing improvements to blue badge parking provision in the town, district and local centres. Improving the quantity and quality of parking provision for blue badge holders was one of the key priorities within Stockport's 2006 Disability Equality Action Plan, launched under the umbrella of the Comprehensive Equality Scheme. This programme ties in with the overall SEMMMS priority to support regeneration and economic growth in the town and district centres. Through the first two phases of improvements the number of blue badge bays has risen by 27% in district centres.

**4.6.11** However, Stockport has also adopted an innovative approach to addressing parking as part of a whole journey to nearby services. Stockport has sought to address issues such as signage and removal of obstacles within the car park and on routes between the car park and main shopping areas or other facilities such as health centres. We have also audited existing spaces, and have undertaken a large number of relocations or realignment of existing bays to improve accessibility for wheelchair lift users.

**4.6.12** In Cheshire smaller elements of improvement works have been incorporated in broader schemes, or in the case of the Safer Routes to Schools, packages have been taken forward undertaken as specific proposals. However, particular note is made of a contribution made from SEMMMS funding to enhance a larger project undertaken by the authority in Macclesfield. A major improvement at the Flowerpot traffic signal junction in Macclesfield (A536 / B5088) addressed congestion and access issues and also incorporated the junction into a wider planned scheme for Urban Traffic Control (UTC) in Macclesfield. The junction is a key focus for access to the recently completed Macclesfield Learning Zone (a key location combining a broad range of education facilities). The SEMMMS contribution enabled the up-grading of pedestrian access facilities at the junction.

## 5 Derbyshire

### 5.1 SEMMMS Supporting Measures

**5.1.1** As highlighted elsewhere Derbyshire County Council received its first SEMMMS funding in 2008/09. However a number of the measures have been introduced during the two previous years supporting SEMMMS objectives.

### 5.2 Public Transport

#### Rail

**5.2.1** Three rail lines run from Derbyshire into Greater Manchester; Buxton rail line; Hope Valley line; and Glossop lines. The improved weekday service frequency of two-trains per hour from New Mills Central rail station into Greater Manchester from December 2008 is likely to provide an opportunity for increased rail travel. In addition to capacity enhancements, the betterment of facilities and access to these lines is seen as crucial in encouraging people to use rail for commuting into the Regional Centre.

**5.2.2** Crime and personal security issues are being tackled due to many stations in Derbyshire being located in isolation from built-up areas. Help points and CCTV have been installed at Buxton, Glossop and Whaley Bridge.

**5.2.3** Many stations within Derbyshire are also in need of upgrading. Buxton rail station has been upgraded with facilities such as a new waiting room. A Public Realm Grant, won by the Authority and Peak District National Park Authority from East Midlands Tourism, has enabled semi-enclosed 'Queensbury' waiting shelters and 'Alight here' signs indicating tourism attractions to be installed at Hope Valley and Buxton line stations.

#### Bus

**5.2.4** A number of key bus services link Derbyshire to Greater Manchester conurbations or Manchester Airport. Improving reliability and punctuality; enhancement of facilities; and improving access to key bus stops is again seen as key to encouraging people to use the bus to travel into Greater Manchester.

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### Improving Reliability and Punctuality

**5.2.5** A key project since 2003, through Rural Bus Challenge funding has been the upgrading of the TransPeak service along the A6 corridor. A project officer has developed the service linking Nottingham with Manchester. Improvements have included additional low-floor buses and a doubling of services to hourly between Buxton and Nottingham. This has been complimented by bus stop improvements along the A6 corridor such as new shelters. The TransPeak service will be further enhanced from September 2008 with the provision of real time information to overcome some of the blight the service suffers by congestion on the A6 corridor.

### Improved Waiting Facilities

**5.2.6** In addition to the TransPeak bus stop improvements, there was a focus on providing raised bus boarders in Glossop and surrounding communities. New Mills Bus Station which is a key interchange between rural bus services and rail services into Greater Manchester was renovated in 2007/08.

## 5.3 Other Works

### School Travel

**5.3.1** 86% of schools within the Derbyshire SEMMMS area have now developed a school travel plan. These have been supported by a range of local initiatives aimed at reducing the reliance on the car for the school run, to improve road safety and provide benefits for the wider road network. These contribute to an improved environment around the school gate and improved walking routes to schools.

### Cycling and Walking

**5.3.2** The West Derbyshire and High Peak Greenway's Strategy was completed in 2008 and sets out the strategic multi-user routes. The Strategy is a key element in taking forward walking and cycling initiatives in support of SEMMMS objectives, such as the Peak Forest Canal towpath.

### Regeneration

**5.3.3** The £2.9 million town centre improvement scheme 'Glossop Vision' which is carrying out a number of initiatives to regenerate Glossop town

centre is almost complete and is transforming the town centre. This project has provided added-value in meeting SEMMMS objectives. Improvements include an enhanced forecourt outside Glossop rail station with better access from the town centre and bus waiting facilities. The pedestrian environment has been improved through the use of traditional materials for town centre footways, combined with seating and lighting improvements.

### Road Safety

**5.3.4** Road safety is a particular issue in the SEMMMS area in terms of motorcycle casualties. In Derbyshire around a third of all killed and seriously injured on our roads are motorcyclists. A significant proportion of these casualties (over 40% of riders on larger bikes) come from outside Derbyshire, including the Manchester area. Two routes, A5004 Long Hill from Buxton to north of Fernilee and A54 leading into Buxton were identified as two of the eight worst routes in Derbyshire in terms of motorcycle casualties. To tackle this, the routes were campaign-signed and publicity individually designed for the routes featured in a booklet 'The Bikers Guide to Derbyshire'. This was distributed to dealers, trainers, clubs and users of the routes. Examination of 2006 and 2007 data found that there was a reduction of motorcyclist casualties on the routes compared to an increase across the County.

**5.3.5** The A6 has also been one of the first routes to have its speed limits reviewed. A reduction of speed limits has been implemented which has reduced the limit to 40mph from the County boundary to Furness Vale and then down to 30mph to Bridgemont. The section from Buxton to Dove Holes has been reduced to 50mph. A 50mph speed limit has also been introduced on the A537 and A54 to compliment the speed limit introduced earlier on those parts of the routes in Cheshire. The impact of the review in terms of casualty reduction will be monitored.

### Partnership Officers

**5.3.6** To greatly enhance the Authority's ability to deliver the full range of SEMMMS objectives with SEMMMS funding from April 2008, two Partnership Officers (High Peak and Hope Valley

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Community Rail Partnership Officer and Derbyshire Dales and High Peak Accessibility Partnership Officer) have been appointed.

### 6 Future Plans 2008-2011

**6.0.1** From 2008, Derbyshire County Council joins the existing SEMMMS Authorities in receiving SEMMMS funding, and their proposals are also included within this section.

Authority	2008/09	2009/10	2010/11
Cheshire County Council	£1.080m	£1.236m	£1.237m
Derbyshire County Council	£1.032m	£1.060m	£1.061m
Greater Manchester Passenger Transport Executive	£0.828m	£0.850m	£0.850m
Manchester City Council	£1.464m	£1.503m	£1.504m
Stockport Metropolitan Borough Council	£2.928m	£3.006m	£3.008m
Tameside Metropolitan Borough Council	£1.146m	£1.176m	£1.177m
<b>Total</b>	<b>£8.478m</b>	<b>£8.831m</b>	<b>£8.837m</b>

SEMMMS Authorities Capital Funding 2008/09 to 2010/11.

**6.0.2** Manchester and Stockport will continue, along with The East Cheshire Unitary Authority (as of 2009/10), to pursue the development and implementation of the new SEMMMS Relief Road.

**6.0.3** The work to be undertaken between now and 2010/11 will include:

- Continued working on the major schemes that are still being developed;
- The continued encouragement of travel change including:
  - The publication of the School Travel Plans and the development of future ways forward for these schools to ensure the momentum developed in these areas of work as part of the SEMMMS programme continues; and
- The continued development and implementation of travel plans for businesses and colleges in the area.
- Continued implementation improvements to waiting facilities, information, parking, safety and security at rail stations and improvements on the access routes to stations;
- Track and signalling alterations to enable a 1/2 hourly service on the Buxton line;
- Undertaking a feasibility study for a new rail station at Gamesley as part of GMPTE's wider examination of the Glossop rail line;
- Continuing improvements to non QBC/ITC bus facilities and continuing review of

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QBC/ITC routes for further improvements. For example the development of the Manchester Airport/Altrincham – Wilmslow – Knutsford route;

- Continued changes in the use of road space including:
  - Junction and crossing improvements (with facilities for the mobility impaired and to reduce delays to buses);
  - Improved walking routes used to access public transport facilities;
  - Continued work to improve the Peak Forest Canal towpath for walking and cycling;
  - Implementation of relevant Rights of Way Improvement Plan schemes; and
  - Continued creation and maintenance of cycle routes. For example the Marple Multi User Trail that includes work partially funded by the connect2 National Lottery funding to provide a bridge over the River Goyt between Marple and Romiley will continue in order to provide a route between the Middlewood Way and the Trans Pennine Trail. Work on the Airport Cycle Route in Stockport is planned in 2008/09. Improving the traffic calming infrastructure on St Ann's Road North and Brown Lane to create a more cycle friendly route. The shared use paths and the traffic calmed sections of road will be linked where necessary by toucan crossings.
- Works to improve the District and Local Centres will continue to revitalise the streetscapes of the areas that have still to be addressed by the strategy to date. For example works in Poynton that will enhance the centre to meet local needs; and
- Street lighting renewals, environmental improvement and safety schemes continuing to be funded to the end of the SEMMMS programme and funding sought for the necessary future works.

**7.0.2** Table 1 below shows progress against the aims of the SEMMMS Strategy. It shows good progress for all the indicators, although the original ambitious aims in terms of public transport patronage have not been met. This is not surprising, given that the level of investment originally envisaged by the Strategy (in terms of support for bus services and rail service frequency improvements) has not materialised.

## 7 Progress Monitoring

**7.0.1** Monitoring in the SEMMMS area has two purposes to show whether the investment has achieved the aims of the SEMMMS Strategy, and to show whether the extra investment, over and above LTP funding has 'added value'.

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Indicator	SEMMMS Strategy	Achievement		Comment
		√√ - improvements in line with expectation  √ - improvement but not in line with expectation.		
		Greater Manchester SEMMMS	Cheshire SEMMMS	
KSI Casualties (BV99i)	Reduction of 7 KSI pa	√√	√√	Accidents overall have been reduced to a greater extent than anticipated by the Strategy
Child KSI Casualties (BV99ii)		√√	√√	
Slight Casualties	Reduction of 50 personal injury accidents pa, including 7 KS	√√	n/a	
Bus Patronage (BV102a)	Increase of 8% in the peak and 30% in the off peak	√	n/a	The SEMMMS Strategy assumed that a significant increase in funding would be made available for additional bus services, but this was not the case. Patronage in the SEMMMS area has grown by 4% 2003/04 – 2006/07, a greater increase than for GM as a whole. Over this period the growth in patronage on the QBC's within the SEMMMS area has grown between 11 and 23% showing what the additional investment on QBC's has achieved.
Rail Use (BV102b)	Increase of 50% in peak and 100% in the off peak, compared to 2000 levels.	√	n/a	The improvements assumed by the SEMMMS Strategy could not be addressed through local authority resources alone and therefore have not been put in place (frequency improvements and development of 'urban metro' services). Patronage in GM SEMMMS has increased by 27% since 2003/04.

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**7.0.3** A key objective of SEMMMS was ‘the enhancement of the regional centre, town centres, local and village centres and the Airport’. Consequently, the SEMMMS Implementation Plan included transport spending on projects to improve the attractiveness and accessibility of local shopping centres, and to encourage more people to travel to them by non-car modes. Market research was carried out to gauge opinions on the facilities and attractiveness of the centres, as well as how people travel to them. The centres surveyed were Stockport, Bramhall, Cheadle, Cheadle Hulme, Edgeley, Hazel Grove, Heaton, Marple, Reddish, Romiley, Longsight, Wythenshawe, Denton and Hyde.

**7.0.4** Respondent’s views of their district centre were on the whole positive. The vast majority agreed that shops and facilities were easy to get to. Most were happy that their district centre was clean and tidy, looked nice, was well lit and easy accessible by public transport and on foot. Less positive views related to lack of car parking, not feeling safe at night, lack of seating and unattractive buildings. Comparison of the 2008 survey with that undertaken, in 2006, shows that:

- The total number of bus alighting passengers for all centres grouped together increased by 11%;
- Car Park usage increased by 7%; and
- Pedestrian activity increased by 5%.

### Added Value

**7.0.5** In terms of ‘added value’, a number of the Greater Manchester LTP indicators are also measured for the SEMMMS area. These show that SEMMMS has enabled us to make more progress in a number of areas:

- Satisfaction with all modes of transport in the SEMMMS area has also increased with the winter 2007 survey results indicating that the residents of the SEMMMS areas are more satisfied with transportation (Bus, Rail, Metrolink and Walking) than the rest of Greater Manchester. More details can be found in the main LTP progress report document;
- The growth in area-wide traffic has been less than for GM as a whole;
- The accurate measurement of cycling in the SEMMMS area is hampered by a limited number of automated counters in the area

however, there are indications that the number of cyclists is increasing in some parts of the SEMMMS area. For example there has been a 46% increase in the daily number of parked cycled counted in Denton town centre and a increase in Hyde town centre between 2006 and 2008;

- The percentage of accessible bus stops provided on non-QBC routes is higher. For instance Tameside has improved and made more accessible a total of 306 stops. 108 were funded through QBC top slice, 14 through the ITB and the remaining 184 some 60% SEMMMS funded which without such a funding stream would not have been achieved;
- KSI casualties, child KSI casualties and slight casualties have all shown a greater decline in the SEMMMS area; and
- Both GM and SEMMMS showed a large increase in rail patronage with the SEMMMS area having a 18% increase between 2003/04 and 2006/07.

**7.0.6** There are also other signs of improvements for example:

- Improvements to townscapes and landscapes through the use of environmentally sensitive materials in conservation areas e.g. use of stone kerbing in Buxton town centre; and
- The additional funding made available through SEMMMS has enabled schemes to be undertaken earlier and to a greater extent than if it had not been available. For example in Tameside it has enabled the historic backlog for footway improvements, carriageway reconstruction, street lighting renewal and safety improvements to be reduced more quickly than could otherwise have been achieved.

**7.0.7** The opportunity to work together in the form of SEMMMS has also aided the progress of corridor partnership and segment area working on in South East of Greater Manchester. Due to there already being a working understanding of the issues faced by and the working practices of the different authorities involved and contact has been made previously with many of the other stakeholders. It has also enabled the successful trialling of schemes that have then gone on to be implemented in other parts of Greater Manchester such as Safe Routes to Schools.

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**7.0.8** SEMMMS has also provided and continues to deliver added value in the form of a range of opportunities to the participating Authorities. For example:

- The delivery of SEMMMS has suffered from reduced funding to the programme and so the use of other investment to implement SEMMMS related projects has been key to the success seen in the programme to date. The use of such funding to continue the delivery of SEMMMS style schemes in the future will also be important to the continuation of improved transport in the SEMMMS area. The continued identification of further future investment and major regeneration opportunities through strategic funding and private developments etc. is therefore an opportunity that is to be exploited as fully as possible;
- The Community Rail Partnerships on the Crew line and the three lines in Derbyshire have so far been successful in creating a working partnership with the different groups that are involved in the delivery of services on the rail corridors within the SEMMMS area. They are considered to be important to delivering further future improvements to rail station infrastructure and investment in rolling stock, achieving further improvements to accessibility, punctuality and reliability. The SEMMMS authorities intend to continue to support these partnerships in both funding and officer time;
- The Manchester Airport Interchange has provided a multi modal facility for the whole region. Recent enhancements will include a new 3<sup>rd</sup> platform to the rail station thus increasing capacity. Funding from SEMMMS has made up part of the funding for the delivery of the platform. Further information can be seen in the main body of the progress report;
- The continued exploitation of partnership working and development of existing relationships to achieve enhanced outcomes, e.g. Peak Forest Canal Partnership is planned not only for the rest of the SEMMMS project but beyond; and
- SEMMMS funding for Derbyshire CC will allow improvements to be made to the infrastructure in the Derbyshire area, furthering the co-ordinated approach to SEMMMS.

**7.0.9** In a number of areas, however, SEMMMS funding has not improved our performance:

- Average journey times, as measured on Congestion Monitoring Routes are slower in SEMMMS. This is not surprising, as the major road schemes that were a key part of the strategy have not been implemented;
- Accessibility has reduced due to contraction of the bus network and possibly an increase in journey time on some routes. Significant improvements in accessibility are unlikely without increasing the amount spent on subsidising bus services and this type of revenue funding has not been increased as a result of SEMMMS; and
- The percentage of rail stations accessible to people with disabilities is lower in SEMMMS, although improvements are programmed.

## 8 Swot Analysis

**8.0.1** In order to better understand the issues that are surrounding SEMMMS at the present time within the SEMMMS area a SWOT analysis was undertaken. The results of this analysis have been referred to in the main body of this annex. However, there are several key weaknesses and threats which were identified that require further more detailed explanation.

### Weaknesses

**8.0.2** There were four key weaknesses identified as part of SEMMMS. These not unsurprisingly relate to schemes that are not wholly within the control of the authorities involved on SEMMMS.

**8.0.3** The three most important weaknesses relate to the Major Scheme delivery in the form of rail improvements, Metrolink and the delivery of the SEMMMS Relief Road. The SEMMMS authorities are acutely aware that the long-term improvement of the transport infrastructure is dependent upon these schemes being delivered. There will be a continued effort to maintain the high profile of these schemes so that their relevance to the current transport needs of the area is readily apparent. The non-delivery of these major schemes was also identified as being a threat to the delivery of the SEMMMS objectives.

**8.0.4** Delivering behavioural change in the work place has also been identified as a weakness to the delivery of SEMMMS. Although the delivery

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of travel plans for new business has become embedded into planning policy there is still a need to further encourage travel change for employees and customers and to improve the monitoring and enforcement of plans. Possible methods for doing this include the use of travel plan officers to support the delivery of the plans with companies buying into a scheme as part of the planning agreement or proving that they have provided for the delivery of their plan through other means.

**8.0.5** The SEMMMS area transcends county boundaries but the issue of cross boundary public transport fares has not been addressed. This reduces the argument for the use of public transport for cross boundary journeys and consequently increases park and ride pressures at the edges of Derbyshire, Cheshire and Greater Manchester. The TIF proposals potentially exacerbate this problem. However it is hoped that the various authorities involved will give further weight to the discussion and lead to resolution of this issue.

### Threats

**8.0.6** The non-delivery of, or major delays to, major SEMMMS schemes, e.g. proposed Stockport relief roads, has been identified as a significant threat to the overall success of SEMMMS. The initial SEMMMS report identified the need to deliver the major schemes in order to enable the long-term improvement of transport and the reduction of congestion in the SEMMMS area.

**8.0.7** The non-delivery of the Mottram to Tintwistle bypass could potentially also have a disruptive effect on the delivery of the SEMMMS objectives.

**8.0.8** The Local Government Review which has led to the Cheshire County Council being divided into two smaller Authorities, reducing co-ordination, is expected to have a disruptive effect on the delivery of SEMMMS objectives and so reduce the potential impact of the programme.

**8.0.9** Problems with achieving the changes suggested in the rail section of the strategy, which were identified as a weakness, have also been identified as a threat to the delivery of the objectives for SEMMMS. The four main issues are:

1. Concessionary Fares that are applicable in the Greater Manchester do not cover some areas of the SEMMMS area. This can cause congestion problems for stations inside the concessionary fare boundary;
2. Fully integrated ticketing within the GMPTE area could effect the ease of movement between the outlining areas and the regional centre unless it is carefully implemented;
3. Existing freight terminals at or nearing capacity which reduces the ability to further reduce road congestion by encouraging the use of rail for freight transfer; and
4. Long-standing aspiration for capacity improvements on the Hope Valley (Chinley to Dore) are unlikely to happen before 2011.

**8.0.10** The implementation of the new concessionary fares system for bus travel is also having a negative effect on the viability of some routes travelling into the Greater Manchester area.

**8.0.11** As stated above, one of the main causes of the problems surrounding rail is the large number of bodies involved in the delivery of change, which can hinder the negotiation process. It is intended that communication with these bodies on the above issues will continue as they are acknowledged as important issues for the area. It should be noted that there has been an improvement in the situation now the rail franchise holder has changed to Northern Rail who have proved proactive on a range of issues and have played a major roll in the implementation of the rail partnerships.