

1 Executive Summary

1.1 Since the start of the 2nd Local Transport Plan period, there have been a number of very significant changes and events in Salford. The Central Salford Urban Regeneration Company has fully established itself and put forward its Vision for Central Salford for the next 20 – 25 years, which will ultimately see the creation of 50,000 jobs. Work has commenced on constructing the future new mediacity:uk development, which will play host to several BBC departments from 2011. Similarly, the Council has put in place its Salford West Strategic Regeneration Framework, setting out a 20 year strategy for the city.

1.2 The Urban Vision Partnership is now firmly in place, and bringing substantial benefits and innovation to the city, including developing the award winning Salford Construction Partnership.

1.3 The Council's policy of devolved transport capital budget is now in its third year, and is seen as a great success, with each Community Committee receiving an annual budget allocation from the transport capital programme, in order to set its own local priorities.

1.4 Work has continued on the delivery of road safety and casualty reduction measures. Current trends in Salford's road casualties suggest that the Council will not achieve its 40% reduction target for all Killed or Seriously Injured casualties by 2010, which reflects the national picture. However, we are on track to achieve our target for child Killed or Seriously Injured casualties, and have already achieved the target set for slight casualties.

1.5 We have recently commenced works to improve Salford's congestion monitoring route, Manchester-bound along the A6 Crescent/Chapel Street between Frederick Road and Trinity Way, with Split Cycle Offset Optimisation Technique (SCOOT) equipment now installed throughout its entire length. Although, to-date, there have been no noticeable reductions in journey times along the route, it is expected that the surveys for next year will reflect some journey time savings resulting from these improvements.

1.6 The Salford Local Strategic Partnership has set National Indicator 175, "access to facilities by public transport, cycling and walking", as one of

its Local Area Agreement designated indicators. It has also set a local supporting indicator, for National Indicator 176 "Access to employment by public transport", in which the focus will be on access to the site of the future mediacity:uk development.

1.7 Sustrans Routes National Cycle Network Route 55 and National Cycle Network Route 6 have seen significant improvements made by the City Council, with the two routes (combined) having almost 6km of high quality surfacing installed, together with several improved accesses from adjacent highways.

1.8 The Council's Highways Investment programme is now in its fifth year, with over £13 million spent on the initiative since 2004/05, funded through the Prudential Borrowing code. This is a programme of maintenance works specifically targeted at reducing the Council's incurred costs relating to damages awarded for tripping claims. Early indications are that the initiative is proving successful, with the savings being generated likely to be more than sufficient to cover the costs of the works.

2 Regeneration, Local & Wider Priorities

2.1 The Central Salford Urban Regeneration Company was established in 2005 by Founder Members Salford City Council, the Northwest Regional Development Agency and English Partnerships. It is responsible for leading the transformation of Central Salford and creating a beautiful, vibrant and prosperous part of the Regional Centre. The Central Salford Urban Regeneration Company's Vision and Regeneration Framework and Business Plan will result in over £4 billion of private sector investment, the creation of over 10 million square feet of employment floorspace, 50,000 jobs and over 16,000 new homes within the Central Salford Urban Regeneration Company area during its lifetime.(see also context chapter of main document).

2.2 Central Salford is an area of both great opportunity and significant need. It is already accommodating the continued expansion of the Regional Centre, which is a key driver in the economic growth of the Manchester City Region, the North West region and the north of England. However the area also suffers from severe

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deprivation and it will be important to ensure that local people can access the exciting new opportunities that will be created.

2.3 The forthcoming relocation of significant parts of the BBC to mediacity:uk at Salford Quays is one of these major opportunities. mediacity:uk will create in excess of 15,000 jobs at Salford Quays along with significant opportunities across the whole region. Economists forecast that mediacity:uk will add a total of £1.5 billion to the regional economy. Construction work commenced in July 2007, with Phase 1 due for completion and the BBC in occupation by 2011. Accessibility to mediacity:uk and Salford Quays in general will be improved by the extension of Metrolink into the site, coupled with a doubling of the tram frequency. In addition, work is underway to identify bus service improvements to further improve its public transport accessibility, and additional cycle routes are also planned to serve this area.

2.4 The Ordsall area adjacent to the Quays will also see significant growth in coming years with over 5,000 new homes predicted and over 5,000 jobs created. The Metrolink improvements already underway will help the accessibility of Ordsall but significant improvements in bus services will be required to meet growing demand and better connect the area both to the Regional Centre and the north and south of the conurbation. Development in this area is likely to form part of a larger growth point across the Trafford boundary, which is under consideration in Trafford's Local Development Framework Core Strategy options.

2.5 Since 2006 the Urban Regeneration Company has completed a number of Master Planning studies including the Salford Central, Crescent and Ordsall Waterfront areas, Salford University will also conclude its own Masterplanning study during 2008. Both the Salford Central and Ordsall Waterfront Masterplans have since been adopted by Salford City Council as Planning Guidance and the Crescent Masterplan will be integrated with the University masterplan and follow in due course. As part of this work, proposals have emerged for significant changes to the local highway network, as well as to the roles that many of these routes should play. In particular, feasibility work is currently investigating ways in which the A6 corridor along the Crescent and Chapel Street can be calmed and boulevardised to provide a more

pedestrian-friendly environment that is more attractive, both as a place for businesses to invest and for people to live, work and visit. This corridor alone will see the creation of over 25,000 jobs and 8,000 new homes in coming years.



A Vision for Central Salford

2.6 Excellent public transport access to these central areas as well as significantly improved north-south links across the area will be fundamental to the success of these proposals, and one of the key components of the A6 re-configuration will be to ensure that a high quality of priority bus routes bus and services is maintained throughout. In addition, work is underway to significantly improve both Salford Crescent Station and Salford Central Station.

2.7 At Salford Crescent Station proposals are being developed by the Urban Regeneration Company, Network Rail and the Greater Manchester Passenger Transport Executive to increase both the number of platforms and their length to significantly increase passenger capacity and also to develop and new bus-rail interchange on the A6 linking the station to this major bus corridor. It is intended that the station redevelopment will take place during Network Rail's Control Period 4 from 2009 -14.

2.8 At Salford Central the £5 million phase 1 redevelopment to the entrance of the Station was completed during 2007(see congestion and

network management duty chapter of main document - case study 5) Work has since continued with the Urban Regeneration Company, Salford City Council, the Greater Manchester Passenger Transport Executive and Network Rail to develop proposals for future phases of development which will be required to meet the demands that the station will face as it increasingly finds itself at the heart of the regenerated Corporate Centre of Salford. These future phases will increase both the number of platforms, from two to six, and platform length, as well as providing a western entrance to the station.

Salford West Strategic Regeneration Framework

2.9 As well as the Urban Regeneration Company area, other areas of Salford are being considered as part of the Salford West Strategic Regeneration Framework, which sets out the Council's priorities for the next 20 years. The headline drivers of the regeneration framework are:

- a successful local economy and business location of choice;
- a network of high quality neighbourhoods; and
- an outstanding environment and leisure and recreation asset.

2.10 In terms of transport, the associated key actions include:

- access to employment, particularly including sites such as the Barton Strategic Employment Site and mediacity:uk;
- further expansion of the Metrolink Network, including possible Wigan / Manchester rail line conversion to Tram-Train / Metrolink;
- a longer term aspiration for a new Manchester Ship Canal Crossing post 2nd Local Transport Plan and current Regional Funding Allocation;
- Leigh / Salford / Manchester QBC;
- M60 capacity and junction improvements;
- development of Park and Ride facilities;
- improvements to rail services;
- enhanced bus services and links;
- linear corridors improvement programme.

Salford Travel Partnership

2.11 The Salford Travel Partnership was first established in 2002, and its membership and role has since been steadily growing. A step change occurred when the Salford Travel Partnership was incorporated as part of the Salford Local Strategic Partnership. Today, its Terms of Reference are:

- To develop, promote and maintain the use of sustainable transport with the full Partnership members, and Associate Partners who may wish to apply to join;
- To seek to influence all other Stakeholders who may work in, travel to or live in the City of Salford to consider sustainable transport instead of the private car;
- To work collaboratively on promoting sustainable transport amongst all other partnerships working within the City of Salford, through the Sustainable Transport Strategy.

2.12 The Sustainable Transport Strategy was adopted by the Salford Travel Partnership in 2007. It sets out the principles to be pursued, together with actions and targets for the partnership members to achieve jointly. The Salford Travel Partnership meets monthly to review progress against these targets, and the need for additional actions and targets.

Free Wheels

2.13 The City Council has established a cycle hire service that is free to residents. This scheme has been initially set up at Clifton Country Park, as a trial service. The park has a store of bikes, which registered residents can book out for riding around the park. The intention will be to establish further facilities around the City, with the next location likely to be at Blackleach Country Park. This scheme is seen as being of significant benefit, both in terms of promoting more cycle use and cycling culture, but also for providing a facility for people to partake in this healthy leisure activity.

3 Congestion

Congestion monitoring Route 1

3.1 Only one of Greater Manchester's congestion monitoring routes lies within Salford, Route 1, which stretches along the A6 Crescent and Chapel Street inbound, between Frederick

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Road and Trinity Way. Improvement works to-date have focused on the installation of Split Cycle Offset Optimisation Technique (SCOOT) at each set of traffic signals along the route. These works were completed by April 2008. Consequently, their impact is not reflected in the congestion monitoring results, which show no apparent improvement in journey times. However, it is expected that, following the introduction of SCOOT, next year's results will be better.

Network Management Duty

3.2 In order to perform the duties imposed by the Traffic Management Act, Salford is progressing with the development of a Network Management System, made up of processes and procedures to deal with each duty:

- Road space booking (procedures in place)
- Planned events (procedures in place)
- Contingency Plans (process, working with emergency services)
- Incidents on the highway (working closely with the Highways Agency)
- Highway hierarchies and infrastructure groups (established and documented)
- Parking controls (system fully in place)
- Forecasting of future congestion (work ongoing)
- Communications (continued liaison with Police, Bus operators, and others)

3.3 An important part of these procedures is the introduction of the permit system for highway works and temporary closures, and the City Council is working jointly with the other Greater Manchester authorities to establish arrangements for issuing fixed penalties against works and events that are carried out without a permit. Our new street works management software, "Confirm" is now operational for the whole of Salford's road network. It records all activities taking place in the street, where operators are legally required to serve a notice or obtain a permit.

Freight Route Signing

3.4 The City Council recently commissioned the Greater Manchester Transportation Unit, to undertake a study of road freight in Salford, primarily looking at the industrial estate / other destinations within the city, and the main routes

taken by hauliers. This has led to the development of a Freight Signing Improvement plan, which will be implemented during 2008/09.

Salford Travel Plan

3.5 The City Council Travel Plan was approved by the Sustainable Transport Working Group and was launched in June 2006. The plan incorporates a range of measures including:

- Covered cycle shelters provided at Salford Civic Centre and Minerva House
- Shower and locker facilities provided at the Civic Centre
- A Greater Manchester car sharing scheme re-launched for staff in Summer 2006 called carsharegm (as a consequence of regular promotion of the scheme and a Guaranteed ride home initiative Salford are consistently the highest users of the scheme in Greater Manchester)
- involving staff in a walking initiative 'Watch your step'
- Council vehicles converted to environmentally friendly fuels
- Cycle 2 Work Scheme, for discount cycle purchase

Workplace Travel Plans

3.6 Exchange Quay is a substantial development on the edge of Salford Quays. Exchange Quay contains a number of Blue chip companies including Citibank, Esso, Barclays and BUPA. Recently, the City Council's Travel Plan Coordinator has been working with the Exchange Quay management company and the Highways Agency's "Influencing Travel Behaviour Team" to prepare an area-wide travel plan for Exchange Quay. The Travel Plan was produced in April 2008 the plan will have an extensive impact on travel behaviour. Once the plan has progressed, it is the intention to incorporate businesses in Salford Quays including the BBC media project into the plan. A travel plan is being developed for the Media City site. Peel Media are committed to playing a key role in achieving the 45% non-car modal split target. The plan comprises transport alternatives to car travel.

Public transport improvements

3.7 The new Travelshop at Eccles bus station, completion of Phase One of Salford Central Station, and station adoptions at Eccles and Walkden are described in the Congestion and Network Management Duty section of the main report

4 Road Safety

Education, Training and Publicity

4.1 In Salford road safety education starts with the very young and their parents. "Step Outside - a lesson for life" is a booklet designed to help parents to instruct their children road safety issues as they develop. A Children's Traffic Club has been introduced across the city. This is a set of road safety related storybooks that 3-year-old children and parents can work through, covering a number of topics. As many pre-school groups as possible are visited annually. Parents are given advice on the basic principles of safe behaviour on the roads. "Prepare them for the roads" and "Out and About" parent guides are used to support this work.

4.2 Infant and Junior schools throughout the city are visited annually and the children are instructed in the principles of "Stop, Look, Listen and Think" the "Green Cross Code" and "in-car safety" at levels suitable to their age group. This work is reinforced by the provision of road safety resources, which are left with class teachers to be integrated into appropriate topics. Every year all new intake pupils receive a parental guide to road safety, "Get Across Road Safety" (0-6 years), and all year three pupils receive the parental guide "Get Across Road Safety" (7-10years).

Secondary schools are visited on request. Lessons are tailored to suit the requirements of the school or individual teachers. The Road Safety Unit are currently investigating increasing road safety activities in High Schools.

4.3 The Road Safety Unit offers cycle training to every maintained primary school. For independent schools it is necessary to request a training course from the road safety unit. The course is available for pupils who are in year five and six who are aged ten years or over. In the past the Road Safety Unit has been able to run approximately 50 courses annually (700-750 Pupils).

4.4 Kerbcraft – This initiative operates in 20 schools in the city. It is designed to teach pedestrian skills to 5 to 7 year olds by means of practical roadside training rather than in the classroom. It is built around teaching three skills: - choosing safe places and routes; crossing safely at parked cars and crossing safely near junctions. Children are taught by the roadside on routes around school that they are likely to use frequently. They learn to identify the safest places to cross the roads, to identify potential hazards and to identify where not to cross the roads. The importance of holding hands with a grown up is emphasized in every session. Volunteers, usually parents, train the children in small groups once a week for approximately 14 weeks. A new scheme "Streets Ahead" has been developed using the lessons of Kerbcraft. This is a scheme that instructs out of school providers the skills to teach practical pedestrian skills to the children in their care. This training is also given to the volunteer leaders of Walking Buses.



Casualty Reduction targets

4.5 Our overall aim is to achieve the nationally set casualty reduction targets by 2010 (40% in all killed or seriously injured casualties resulting in a figure of 76, 50% in child killed or seriously injured casualties a figure of 12 and 10% in slight casualties a figure of 1520). The trend in Salford is downward, although 2007's figure bucked that trend somewhat in terms of all killed or seriously injured casualties as the total of 102 was an increase on previous years and resulted in failure to achieve last years target of 91. This performance seems to reflect what is occurring nationally as projections indicate that this target will not be achieved on current calculations. Killed or seriously injured casualties at our safety camera sites have reduced by 30%.

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4.6 However, progress in achieving the other 2 targets is encouraging as we had figures of 13 for the child killed or seriously injured casualties and 869 for the slight indicator, continuing the downward trend in both. We have almost achieved the 50% in child killed or seriously injured casualties and have already achieved the slight target. 2008 sets even more rigorous targets, as we are aiming to achieve a reduction to 86 killed or seriously injured casualties, 15 child killed or seriously injured casualties and 1554 slight casualties.

4.7 Recent local safety schemes of particular note include:

- Monton Centre speed management scheme;
- A6 Chorley Road/ Manchester Road pedestrian improvement scheme;
- Station Road/ Bolton Road pedestrian improvement scheme;
- A6 Broad Street, Irlam's o'th Height crash cushion.

Forthcoming schemes include:

- Moss Vale and Higher Irlam area-wide traffic calming scheme;
- Trafford Road/ The Quays signal improvement scheme;
- A580 East Lancs Road speed limit reduction;
- A580/ Newearth Road pedestrian improvements;
- Ellesmere Street area-wide traffic calming;
- Pine Grove safer routes to school

Salford Road Safety Partnership

4.8 The partnership monitors the delivery of the Road Safety Partnership Strategy and develops new partnership procedures and projects. Good progress has been made and the vast majority of the actions identified in strategy action plan have now been completed or are underway. This partnership currently includes representation from a wide range of public and voluntary sector agencies. A number of new partners have joined the partnership during the last year for example the Youth Offending Service and Salford Royal Hospital Trust.

School Travel Plans

4.9 A further 16 schools have produced a school travel plan in 2007/8. The total amount of schools in Salford with a school travel plan is 76 (72% of schools overall).

4.10 As a result of producing a school travel plan Salford City Council offer additional funding for cycle shelters for secondary schools. Of the 14 secondary schools, 7 have benefited from the funding, a further 4 schools will have cycle shelters in 2008. St Ambrose RC are the latest school to benefit from cycle shelters. Mr Platt (deputy headteacher) "pupils feel better prepared for the school day and they are a lot fitter".

4.11 A new school travel plan website "traveltoschool.com" has been launched. The website was funded by the Primary Care Trust and developed by the ten Greater Manchester Authorities the website will provide all parties with everything you need to know about school travel plans whether you are a teacher writing a school travel plan, a pupil taking part in one, or a parent or guardian wanting to know more. As a consequence of the school travel plan Our Lady & All Saints Roman Catholic School hold regular walk to school events with partner schools in Europe.

4.12 Travelling to school curriculum resources have been produced and distributed to all primary schools with a school travel plan. The Education and Inspections Act 2006 has introduced a number of responsibilities for local authorities with regard to school travel. Under the Act there is a duty on local authorities to promote the use of sustainable school travel and transport for children and young people. As a result of the statutory duty a statement of intent has been produced and is available on the City Council website.

5 Accessibility

5.1 Within the Greater Manchester Accessibility Strategy Action Plan, there are a number of actions related to Salford:

- Building Schools for the Future programme and the need for discussions with the Greater Manchester Passenger Transport Executive;
- the Trafford Park / Salford Quays Accessibility Study has identified opportunities for better bus links between

Salford Crescent Station, Pendleton and Salford Quays;

- addressing the lack of accessibility in the Little Hulton area of the city. (The City Council is in the process of looking at the issue in more detail).

5.2 Salford's Local Area Agreement has included National Indicator 175 (access to services and facilities by public transport) as one of its designated performance indicators, using the journey time thresholds as identified in the

National Indicator Set. In addition, we have also set ourselves a modified National Indicator 176 (access to employment by public transport) as a supporting target, specifically relating to the accessibility of households to the site of the mediacity:uk development, which is currently under construction. This is seeking to ensure that the future job opportunities of mediacity:uk are made available to the residents of Salford, and that travel to mediacity:uk does not present a barrier to employment. The baselines and trajectory targets are shown in the table below:

			Trajectory 2008/9	Trajectory 2009/10	Trajectory 2010/11
NI175	Access to services and facilities by public transport, walking and cycling.				
	Households Journey time to:				
	Employment (20mins)	94.2%	94.2%	94.2%	97.0%
	Primary Schools (15 mins)	99.1%	99.1%	99.1%	99.1%
	Secondary Schools (20 mins)	91.3%	91.3%	91.3%	93.0%
	Hospitals (30 mins)	84.7%	84.7%	84.7%	90.0%
	GPs (15 mins)	99.1%	99.1%	99.1%	99.1%
	Food Shops (15 mins)	94.3%	94.3%	94.3%	97.0%
	Further Education (30 mins)	90.8%	90.8%	90.8%	93.0%
NI176	Local Target: Households access to mediacity:uk within 30 mins.	24.7%	24.7%	30.0%	40.0%

Cycling

5.3 Salford now has two National Cycle Routes that bisect the city, Route 55 which links Salford to Wigan via the main Route 55 and Bolton via a spur off Route 55. (see also Bolton Annex). Route 6 links Manchester to Bury through Salford. Salford City Council has upgraded and extended the National Cycle Routes over the last couple of years, through resurfacing, signing schemes and extensions. Route 6 is the north/south route through the city that links Manchester with Bury through Salford, the route utilises on road sections and traffic free paths. During 2006/07, a cycle

contra flow was introduced on Great George Street in order to enable north and south bound cyclists to use the quieter route. During the 2007/08 and 2008/09 programmes the construction of a new spur of Route 6 alongside the River Irwell in Lower Kersal was completed. The spur provides a 1.8km traffic free extension to the existing Route 6 route for pedestrians and cyclists between Cowling Street and Littleton Road.

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5.4 Route 55 is the former Tyldesley and Roe Green railway lines, which were decommissioned in the 1960s and have been used as important leisure routes for over 20 years. In recent years, a programme of refurbishment and improvement has been undertaken with the long term aim of improving the surfacing and access along the 7.5km loop line between the Bolton / Salford boundary and Monton. Bolton have also been doing work on their portion of the route past the Royal Bolton Hospital.



Great George Street Cycle Lane Contraflow



5.5 The improvements made to Route 55 have greatly improved the access of these green corridors for local residents of Walkden and Little Hulton along the route. The route also provides an opportunity to increase cycling to school in the area as there are two High Schools, one college and six Primary Schools situated alongside Route 55. The development of the route as a traffic free route for cycling to school is a key objective for the Council. A bid to Cycling England, for funding to improve the links between Route 55 and the local schools, was unsuccessful. However, the City Council will continue to pursue these improvements, but over a longer timescale, using future Local Transport Plan capital resources.

5.6 The Bridgewater Canal earns a special place in history being one of the first to be laid out across open country rather than being a river navigation. The development of the towpaths for walking and cycling is described in case study 14). In Salford, an 800m route between Liverpool Road and Hall Bank was improved during 2007/08, to provide a shared surface for walkers and cyclists on this section. Further improvements are planned in the

coming years to complete a 3km route through the city, with phase 2 of improvements planned from Hall Bank to the M602 during 2008/09.



Bridgewater Way, Eccles

5.7 During 2006/7, cycle parking stands were implemented at twelve sites, covering Libraries and local centres throughout the city. In 2007/08 cycle parking was implemented at eight community centres, it is proposed to implement cycle parking at a further 8 youth clubs and community buildings during 2008/09. Cycle shelters at schools has

been funded from the Local Transport Plan for those schools with an agreed travel plan, and a total of seven facilities have now been installed at High Schools in Salford over the last 3 years. This represents 45% of high schools in Salford. Cycle use at these schools has increased since these shelters were built. During 2007/08 two sites were implemented at All Hallows and St Ambrose Barlow High Schools. A further 2-3 sites are planned for the period 2008/09. The aim is to provide secure short stay parking at all publicly accessible council buildings by 2012.

5.8 Salford has been a regular supporter of National Bike Week and over the last 3 years has increased its programme of activities to celebrate and encourage cycling. During Bike Week 2007, a fun day was held at Clifton Country Park with guided cycle rides, "Wheels For All" demonstration Bikes and Dr Bike maintenance checks. We built on the success of last years event and during Bike Week 2008 staged another fun day at Blackleach Country Park. We also held an opening ride for the recently completed section of Route 55 and promoted a cycle to work day amongst council staff.

Walking

5.9 Recent improvements for pedestrians have included our continuing programme of installing dropped kerbs and tactile paving along the City's main pedestrian routes, which has provided approx 300 improved crossing points to-date. In addition, during 2007/08, there was further works to upgrade the City's signal-controlled pedestrian crossings. For 2008/09, we will prepare and commence a programme of works to renovate and improve the condition of the City's many pedestrian subways. In some instances, this is likely to involve complete closure of the subways and replacement with at-grade signalled crossings.

Public Transport

5.10 The Greater Manchester Passenger Transport Executive has continued to improve the coverage of the bus network, by subsidising non commercial bus services and providing door to door transport through the Salford Local Link service. The new inter-peak express service (X34) between Leigh and Manchester (via Swinton and Pendleton), using Kickstart funding (Government grant to help introduce new local services), is described in Case Study 10. The main

report describes the short Metrolink spur into the major Media City development in Salford Quays. The Greater Manchester Passenger Transport Executive have funded a local charity, The Brain and Spinal Injury Centre (BASIC), to provide travel training. This helps people with disabilities to gain the confidence and skills to travel on public transport independently. The following measures, described in more detail in the main document, have also made the public transport network in Salford easier for everyone to use :

- Free bus travel for over 60s and disabled people (and free rail and Metrolink travel in Greater Manchester after 9.30)
- An increasing number of accessible vehicles in the bus fleet, complemented by raised kerbs, giving virtually level access, on the Quality Bus Corridor routes along A57 Liverpool Road, A576 Eccles Old Road, A6 Crescent / Chapel Street and A56 Bury New Road
- Measures to reduce vandalism and anti social behaviour, such as fitting CCTV to bus shelters, a Patrol and Response service covering bus stations and the bus network and 'Gateway Checks', where the Police board buses along with ticket inspectors
- Measures to help people with disabilities to travel, including improvements to Ring and Ride, travel training and support for community transport.

6 Air Quality & the Environment

Air Quality Action Plan

6.1 Taking 2004 as a baseline of 100, the Greater Manchester performance index target for Nitrous Oxide (NOx) emission reduction was to achieve 88.9 in 2006. Salford's performance index for 2006 was estimated slightly higher, at 89.3, which is in line with the value for the county as a whole. The majority of the City Council's transport interventions within the Air Quality Action Plan are Local Transport Plan-related, such as the Quality Bus Corridors, cycling and walking programmes and the promotion of smarter travel choices. Specific schemes recently completed include:

- Bury Old Road / Bury New Road Quality Bus Corridor
- Liverpool Road bus stop upgrades
- Continued cycle parking programme

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- Safer cycle routes network (including accesses, surfacing and signing improvements to National Cycle Network Routes 6 & 55, and the Bridgewater Way)
- Continued cycle parking at schools programme
- Safer Routes to Schools and School Travel Plans programme
- Workplace Travel Plans

6.2 Progress with the Council's Action Plan was appraised in December 2007. Generally, good progress was reported on actions that are within the Council's control. Following advice from Department for the Environment, Food and Rural Affairs, however, the Council is to focus more on timescales for delivery, and to assess the likely impacts that our actions will have on the levels of emissions.

Environmental Sustainability and Climate Change

6.3 Salford has recently established the new post of Corporate Environmental Sustainability Manager, with the role of coordinating a corporate environmental work programme to meet the new and emerging environmental priorities for the Council. In addition, a Principal Planner (Climate Change) has also been recently appointed, to prepare and implement a Climate Change Strategy. This work will look at both addressing the City's impact on climate change, but crucially, also look at the likely impacts of climate change on the City, and ways to mitigate against them.

The Salford Strategic Partnership has also included National Indicator 186 (Carbon Dioxide emission reduction) as one of its designated Local Area Agreement indicators, and National Indicator 188 (Adapting to Climate Change) as a supporting indicator.

Noise Reduction

6.4 The City Council continues to use surfacing materials with lower road noise properties. In 2007/08, use of Micro Asphalt covered over 100,000 sq m of carriageway, and we aim to provide a further 55,000 sq m during 2008/09. In addition, our use of Stone Mastic Asphalt has improved approximately 37,000 sq m of road over the past two years.

7 Asset Management & Maintenance Issues

Asset Management

7.1 Salford's Transport Asset Management Plan has now been written, and is awaiting formal adoption by the City Council. The Highways Asset Management Plan has been prepared with the aid of consultants. However, the Highways Asset Management Plan will require further input over the next few years. Both of these documents have been written in accordance with the County Surveyors Framework for Asset Management, as well as the Code of Practice for Highway Maintenance Management, which is defined as the highway strategy document. This contains information, policies, strategies and procedures for all of the 119 recommendations that are being incorporated into this significant document, with links back to the Transport Asset Management Plan and the Highways Asset Management Plan. Separate, but linked, strategy documents are also being prepared in accordance with the Code of Practice for the Management of Highway Structures and the Code of Practice for Road Lighting Maintenance.

Highways Investment Programme

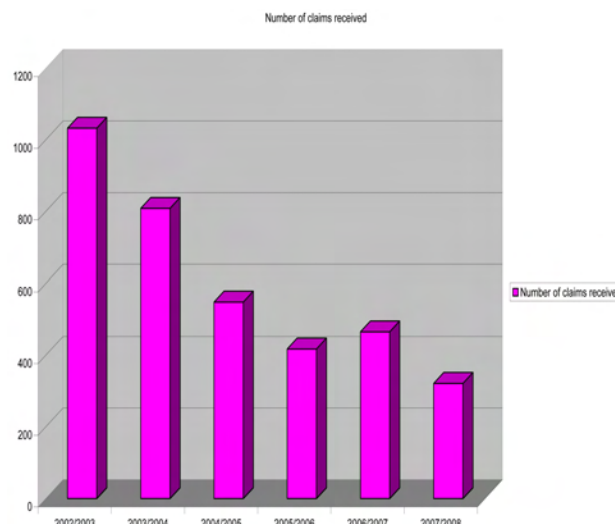
7.2 The City Council regularly incurs high levels of costs (historically over £4.5 million per year) associated with the compensation for claims for damages due to tripping accidents on the highway. In 2004, we decided to do something to address this, and since 2004/05, the City Council has been funding its Highways Investment Programme, through Prudential Borrowing. The Highways Investment Programme is a programme to improve the condition of the city's highways, in order to tackle these high levels of tripping claims, and to put us in a defensible position to be able to challenge them in the Courts. To-date, the programme has amounted to approximately £13.5 million of investment, and has improved roughly 60km of footways and 250,000 sq m of carriageway. (See Case Study 24).



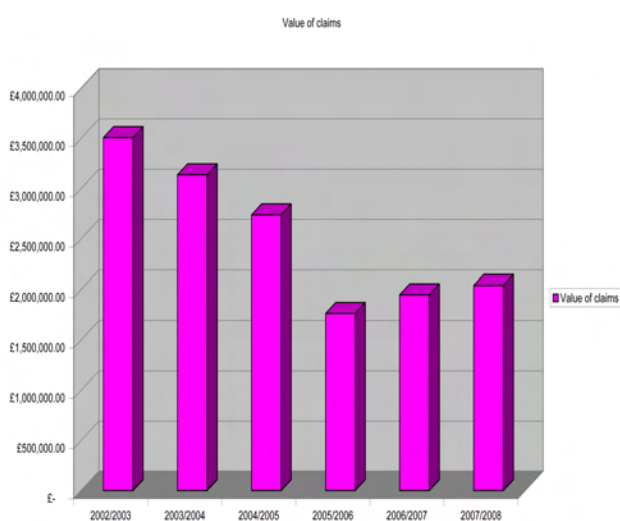
Cavendish Road Before



Cavendish Road After



7.3 Analysis of how successful the Highways Investment Programme has been in reducing tripping claims is not fully conclusive, as there is often a significant time delay for resolving these claims, which can take anything from two to four years to settle. In addition, whereas the Council is now receiving far fewer tripping claims, the Magistrates Courts are tending to award more actual damages per claim, on average, which distorts the comparison of annual figures. However, the indications are that the programme is proving to be very successful, and that the savings being made through the reduction in tripping claims will be more than sufficient to pay back the costs of the actual HIP works.



Detrunked Road Maintenance

7.4 The City Council has requested additional maintenance funding (of approximately £2.5 million) for the recently detrunked section of the A580 East Lancashire Road, between the M60 bridge and the City boundary with Wigan Metropolitan Borough Council. Analysis of highway survey results, in conjunction with visual inspections, indicates that there are some areas that are showing signs of wheel track rutting and the binder course has become exposed in several locations. In view of the high traffic usage, it is expected that the identified deterioration will accelerate from this point, on an exponential basis. If the deterioration can be arrested at this stage then future maintenance costs, involving more extensive repairs, should be avoided.

Bridges

7.5 The city council has continued with its Rail Incursion Works programme. All at risk sites, where roads cross or abut the railway, have been reviewed in accordance with 'Managing the Accidental Obstruction of the Railway by Road Vehicles', and there are no outstanding mitigating measures. A number of sites within the city have been identified as requiring investigation for possible future protection measures, however, they are below the "at risk" trigger levels. In addition, assessment of Network Rail owned bridges within the city has now been completed. Many of these bridges require safety measures including weight restrictions, temporary road narrowing and footway works and in several cases, complete bridge reconstruction, with the

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costs of undertaking all of this work currently estimated at between £13 - £15 million. The bridges affected by restrictions are:

- 7.5 tonne weight restriction with dispensation for buses and emergency vehicles: 2 bridges on Oldfield Road and Frederick Road; Albert Street; and Church Street (Eccles Station).
- 13 tonne and 14 tonne Public Service Vehicle (PSV) weight restriction: Cemetery Road and Old Clough Lane.
- 18 tonne weight restriction: Station Road.
- Reduced carriageway width using traffic signal shuttle working: Wardley Hall Industrial Estate and Wellington Road.
- Road narrowing: Pendlebury Road.

Other Maintenance Issues

7.6 The Council's highway drainage infrastructure is becoming a major liability and now requires significant investment, on a rolling programme basis. In addition, the Council has also identified significant lengths of safety fencing that now require replacement, and a further rolling programme has been drawn up to tackle this issue.

8 Use of Resources

Urban Vision Partnership

8.1 The Urban Vision Partnership has now been operational for just over three years. It is a joint venture organisation between Salford City Council, Capita, and Galliford Try plc, providing the Council's highways design, construction and maintenance services, its traffic management, car parking and road safety services, together with other roles, such as its development control and urban design functions. Urban Vision were commissioned by the City Council to implement its Rethinking Construction partnering initiative, and in July 2006, two construction companies were subsequently appointed to support Urban Vision in the construction of schemes with an estimated cost of up to £2 million. Last year, 2007/08, was a successful year for Urban Vision and this has been echoed through the recognition garnered from various industry awards:

- Urban Vision and Salford City Council were awarded Public Private Partnership of the Year at the Local Government Commission

(LGC) Awards 2008 for their work on the Salford Construction Partnership.

- Urban Vision and Salford City Council were Highly Commended in the Partnership Award for Sustainable Communities at the Local Government Commission and Health Service Journal (HSJ) Sustainable Communities Awards 2008.
- Urban Vision's 'more' planning consultancy was short-listed in the Planning Consultancy of the Year category at the Royal Town Planning Institute Awards 2007.
- Urban Vision was a finalist in The MJ Achievement Awards 2007 Best Public/Private Partnership category.

Devolved Budget

8.2 This is the third year that the City Council has devolved an element of its transport capital budget, with each of its eight Community Committees receiving a £100,000 allocation, for them to decide what their local priorities are for transport, and what should be funded. This is considered to be a very successful initiative, giving power to local communities to decide what is important to them. Most often, the schemes identified have been road safety measures.

Cost Increases

8.3 The past few years have seen the costs of transport schemes rising sharply, which has led to a reduction in the overall delivery of schemes on the ground. Factors such as increasing oil costs, sustainable construction and use of materials, increasing materials costs, the increasing presence of public utilities, and new / safer working procedures and labour costs have all led to this overall significant rise. Although it is difficult to directly compare overall scheme costs with like for like, it would appear that in some cases whole-scheme costs have risen by over 50%, compared to 3 – 4 years ago.

9 Future Plans

9.1 The City Council's plans for the remainder of the 2nd Local Transport Plan period include:

- Work in partnership between the City Council, the GMPTE and bus operators, to improve accessibility by public transport within the city, to achieve out Local Area Agreement accessibility targets.

- Improve access to MediaCityUK. The future Metrolink Extension to MediaCityUK, will include a doubling of service, improving access to the Salford Quays area, and will deliver Metrolink passengers to the front door of the future BBC complex. In addition, further bus services will be developed, linking MediaCityUK to interchanges at Pendleton and Crescent Station with a frequent service. All of these measures will aim to achieve the stated target of 45% modal split of journeys to MediaCityUK by non-car modes, to achieve our Local Area Agreement targets for accessibility to MediaCityUK.
- Work closely with the Central Salford Urban Regeneration Company and other partners to develop the Central Salford Transport Strategy, to underpin the future regeneration of the Urban Regeneration Company area.
- Work with partners to pursue the redevelopment of Crescent Station, including bus/rail interchange, with the aim of completion by 2014.
- Continue to expand our Free-Wheels initiative, and implement our Cycling Strategy, in order to promote and encourage a cycling culture within the City, leading to greater cycle use, and the associated health & environmental benefits. The programme of greenways improvements along the former looplines will also be of great benefit to pedestrians.
- Commence on a programme to improve and revitalise the city's many subways.
- Implement our Highways Investment Programme, to improve the condition of the city's footways.
- Continue to work to establish and maintain successful Travel Plans, for schools, businesses and the City Council itself. In particular, we will work closely with the Urban Regeneration Company and partners to implement a major Travel Plan for the MediaCityUK development and surrounding businesses.
- Continue with our Road Safety Training and Education work, our Casualty Reduction Programmes, and build on our work with the Salford Road Safety Partnership.