

1 Executive Summary

1.1 Since the commencement of LTP2 Trafford Council has been working to deliver a number of improvements to the local transport network.

1.2 Whilst economic and social growth in Trafford is supported through developments such as Metrolink and extensive primary routes, growth in travel demand and public transport gaps continue to place considerable strain on the network.

1.3 In the period 2001 to 2021, the population of Trafford is forecast to increase by 6%. The number of jobs in the Borough is forecast to increase by 13% between 2007 and 2025. Trafford is planning to deliver 10,000 extra homes by 2025 to ensure we reach the targets set out in the Regional Spatial Strategy and secure the Borough's future as a desirable place to live. This forecast change with respect to population and the economy will have far reaching implications for the transport network in Trafford.

1.4 LTP2 provides the opportunity for Trafford Council to work with partners to tackle and meet our key challenges and opportunities. These are:

- Congestion;
- Road Safety;
- Overcrowding on Metrolink;
- Bus patronage;
- Accessibility;
- Walking and Cycling;
- Air Quality and the Environment

1.5 Trafford's infrastructure has to deal with considerable traffic movements across the Borough on a daily basis, particularly at morning and evening peaks. These traffic movements are increasing with continuing development both within and outside the Borough. We have made some progress in tackling the effects of traffic by introducing initiatives that will ease congestion, protect communities from excessive traffic, make our roads safer, especially for vulnerable road users, and protect the environment from the impact of traffic.

1.6 In the first years of LTP2 Trafford Council has undertaken a study to target congestion on the A56 and has worked with GMPTA to improve bus infrastructure along the corridor. SCOOT (Split Cycle Offset Optimisation Technique) is

being progressively installed along the A56 and other key areas. As a tool for managing and controlling traffic signals in urban areas, SCOOT responds automatically to fluctuations in traffic flow through the use of on-street detectors embedded in the road. It is expected that the surveys for next year on the A56 will reflect some journey time savings resulting from these SCOOT improvements.

1.7 Current trends in Trafford's road casualties show a reduction in slight injury collisions beyond that targeted for 2010, but much slower progress in achieving KSI targets. The approach to identifying future road safety schemes (including traffic calming schemes) is therefore being re-examined to ensure that schemes are identified which contribute to reducing KSIs whilst at the same time ensuring that the progress made in reducing slight injury collisions is not lost. LTP funds are being actively managed and adjusted to this emerging priority.

1.8 In relation to walking and cycling, the Trans Pennine Trail NCN 62 has seen significant improvements made by Trafford Council in the last year, with the route having high quality surfacing installed, together with improved access and signage from the adjacent highways. The council is planning more improvements over the coming year, together with work to create a network along the Bridgewater Canal between Sale and Stretford, enhancing the canal towpath for cycling and walking.

1.9 Our programmes for maintaining our transport network have taken on a high priority during the LTP2 period, with many roads and footways undergoing timely repairs, bridge assessments carried out, bridge strengthening work progressed, and street lighting kept in working order.

1.10 However, the first two years of LTP2 are only the start. The Trafford Local Strategic Partnership has set NI 198, "Children travelling to school - mode of travel usually used", as one of its Local Area Agreement indicators to bring in a greater partnership approach for delivery of mode shift. It has also included NI 167 "Congestion - average journey time per mile during the morning peak". Although this indicator is measured at a Greater Manchester level, the focus in Trafford will be on the A56 between Dane Road and Barrington Road as well as access to key centres.

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1.11 The expanded programme of work for LTP2 will be a challenge, but it will also help ensure that we meet our objectives and deliver real improvements on the ground.

2 Regeneration, Local & Wider Priorities

2.1 Overall, Trafford is recognised as a very attractive place to live with high quality housing and a strong local economy employing a highly skilled and high-salaried workforce. Educational attainment is in excess of national averages, crime rates are low and we have thriving town centres with quality retail, business and leisure facilities.

2.2 However neighbourhoods such as Partington, Old Trafford, Broomwood, Lostock, Sale Moor and Sale West share higher levels of social exclusion, high unemployment, low incomes, high levels of crime, low educational achievements, impoverished environments, poor health and negative perception. These issues can be hidden by the overall prosperity of Trafford.

2.3 Priorities for the Trafford Local Strategic Partnership include improving access to employment, health, education and leisure for those areas in the Borough with low car ownership.

2.4 Trafford Council is at the first Issues and Options stage in the preparation of the Core Strategy Development Plan Document (DPD), which will provide a blueprint for the way that land in Trafford is used over the next 15 years. It is the most important document as it will deliver the spatial elements of the Sustainable Community Strategy and provides the strategic framework for subsequent DPDs such as the Land Allocations Plan. Development options at the northern end of the Borough around Old Trafford will border large scale development proposed in the adjoining part of Salford.

2.5 The new Local Development Framework (LDF) will be made up of a “portfolio” of documents that in combination deal with the spatial issues that will affect people in the Borough to 2021. That means that it will address spatial planning issues such as where new houses should be built, where new businesses and jobs should be located, what improvements should be made to the transport network, and what areas that should be safeguarded from development and improved for

recreation, environmental and amenity reasons. Sustainability will be at the heart of the LDF, balancing the economic, environmental and social needs for land and buildings. Stakeholders including GMPTA, the Highways Agency and adjoining Local Authorities are currently being consulted on the LDF including transport issues.

2.6 Trafford is an important centre for industry and business, with major and long established industrial estates, in particular Trafford Park in the north and Carrington in the west. There are large and growing commercial centres at Altrincham and Sale in the south and at Old Trafford/Trafford Bar in the north. Many people commute into and out of Trafford each working day, and it remains a net provider of jobs across Greater Manchester.

2.7 The flagship regeneration areas of Trafford Park and Salford Quays, where former Ship Canal docks have been transformed into business parks, extend west of the Regional Centre. These areas now play an increasingly important role in leisure and retail activities – Manchester United’s ground is here, together with the newly-opened Lowry arts centre and the Imperial War Museum of the North. The Trafford Centre, opened in 1998, is one of the UK’s largest out-of-town malls and is a major source of employment.

2.8 Trafford Park is currently home to more than 500 companies and 40,000 employees, the majority of whom travel by car.

2.9 An accessibility study to Trafford Park and Salford Quays was commissioned by the Highways Agency, GMPTE, Salford City Council, Trafford Metropolitan Borough Council and Greater Manchester Chamber of Commerce in 2006 aimed at identifying barriers to accessing employment opportunities in the Trafford Park and Salford Quays area.

2.10 Following on from the study, stakeholders have commissioned the development of a Trafford Park area wide Travel Plan, aimed at influencing travel behaviour, advising people on how they can cut travel times, accessing on-line car sharing databases and creation of their own personal travel plan.

2.11 A key aspect of the project is looking at how Trafford Park is served by transport infrastructure, both now and in the future.

Consultants will be analysing current strengths and weaknesses, to make the area as accessible as possible.

2.12 Altrincham town centre public realm and major highway improvements along Stamford New Road have been completed in the first years of LTP2. The introduction of wider footways and high quality paving, lighting and attractive landscaping, a resurfaced carriageway, dedicated loading bays and extra short stay parking all contribute to LTP2 and wider priorities. With close partnership working and contract management the scheme was completed on time and with a £300,000 saving on the original £1.5m cost.



Corner of Stamford New Road and Regent Road, Altrincham prior to scheme.



Corner Stamford New Road and Regent Road, Altrincham following improvements.

3 Congestion

3.1 Trafford experiences periods of acute and serious congestion on the existing route network at certain times. Congestion in the Borough is a product of high levels of car ownership and use, high population density (particularly in the central spine of the Borough), and the level of movement around the Borough.

3.2 An outline assessment of congestion on the major A-Roads in Trafford has been conducted using ITIS data, comparing peak hour with

overnight speeds. The analysis confirms that commuters using the A56 suffer from extended journey times during both peaks. In addition, the A6144 and the A538 both see journey time increase significantly during the peaks.

3.3 Trafford's congestion monitoring route, route 12, is the A56 between Dane Road (B5397) and Barrington Road (B5164) junctions. This is 4.7 km long (2.91 Miles) and consists mainly of a 4 lane undivided carriageway.

3.4 The monitoring route has a total of 46 priority junctions excluding private accesses and at present there are 12 signalised junctions and 5 signalised pedestrian crossings along the route.

3.5 Work has commenced on the first phase of a scheme to provide improved journey time monitoring along the A56 route using ANPR cameras mounted above traffic signal heads. This work is being carried out in partnership with the Greater Manchester Transportation Unit and the Greater Manchester Urban Traffic Control Unit.

3.6 When completed the output from this equipment will provide a much greater level of journey time information between the nodes along the monitoring route in both the monitoring and non-monitoring directions, and during the peak and off-peak periods to provide a much more detailed insight into the relationship between flows and congestion levels and hence identify potential congestion reduction schemes.

3.7 All signalised facilities are presently connected to the UTC system and the SCOOT system is being progressively installed along the route. Work is already underway on site by the Greater Manchester Urban Traffic Control Unit to introduce SCOOT to all the traffic signal controlled junctions and pedestrian facilities along the Sale section of the route between Dane Road and Eastway. This will provide significant benefits in signal management and will reduce queue lengths, delays to traffic, and improve air quality along this section of the route.

3.8 The A56 Route 12 had a journey time of 4.86 minutes per mile in 2006/07. Previously measured journey times were similar in 2003/4 and 2004/5, increased in 2005/6 and have since decreased in 2006/7 but not down to the level of 2004/5. The main difference between 2004/5 and 2006/7 is increased delay between Dane Road and Eastway, especially near the start of the route.

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3.9 Previous journey time surveys indicate that improving speed of traffic along this section of the A56 could result in overall journey times improving to the 2004/5 level or better and this improvement is predicted once SCOOT is fully operational.

3.10 GMPTE and Trafford Council have worked together to improve bus stop infrastructure along and across the QBC network, including the A56. This high frequency bus route with several stopping services has a bus every 3.3 minutes during the morning peak.

3.11 Works undertaken at the Altrincham Interchange include replacement of the roof over platform 1, pending the redevelopment of the Interchange. (see congestion and network management duty chapter in main report). Altrincham is one of Greater Manchester's key interchanges.

3.12 A major junction improvement scheme at the A56 Manchester Road/ Park Road junction is now programmed for delivery between 2008 and 2010. The scheme will deliver significant capacity improvements and bus priority measures.

3.13 Lack of available capacity during the peak periods on the Metrolink tram line, which runs parallel and close to the monitoring route, continues to restrict opportunity for travellers to make modal choices. Overcrowding on the Trafford part of the network should be alleviated by new trams expected on the network in 2009/10.

3.14 Planning and Development Management policies continue to place restrictive traffic requirements on developers by reducing work place parking provision and requiring Travel Plans for many new developments, in line with national strategies and guidance. In the longer term the impact of these policies will be significant in relieving travel problems in congested areas.

3.15 Improved enforcement of waiting and loading restrictions, particularly during peak periods, is being carried out to reduce the incidence of parking abuse that occurs and obstructs through traffic. ParkMap is being used to manage and communicate traffic orders.

4 Accessibility

4.1 The Greater Manchester Accessibility Strategy was launched in March 2006, aiming to deliver access to key facilities, in particular employment, fresh food, healthcare and education.

4.2 Within Trafford, the strategy raises the following accessibility issues:

- Employment access to Trafford Park; and
- Access to employment, education and healthy foods in Partington and Carrington.

4.3 The work undertaken with the Highways Agency, GMPTE and other stakeholders in developing a Trafford Park Travel Plan has helped to further identify opportunities for improved access to Trafford Park.

4.4 Partington falls within the bottom 5% in terms of the Index of Multiple Deprivation. It is therefore particularly important to ensure that people living in the area have adequate access to key facilities to avoid further social exclusion. A number of initiatives are currently underway to help people access employment, healthy food and education:

- promotion of Partington and Carrington Community Transport (PACT) which provides transport for community groups and individuals facing barriers to conventional public transport services, plugging gaps in the existing commercial transport offer.
- creation of the Partington and Carrington Community website which provides information on employment, transport, health care and housing.

4.5 Taxis and private hire vehicles, Community Transport, Shopmobility, Ring and Ride, Local Link, and Taxi voucher schemes form part of the transport choice available to people with limited access to other transport. Trafford currently licences around 474 private hire vehicles and 138 hackney carriages. Ring and Ride provides an accessible door-to-door mini-bus service for people who have difficulty accessing conventional public transport. The Council also administers the Disabled Parking Badge Scheme (i.e. the Blue Badge Scheme).

4.6 GMPTE has reduced gaps in the coverage of the bus network, by subsidising non commercial bus services and providing door to door Local Link

services, of which two now operate in Trafford: Broomwood/Altrincham Interchange and Hulme/North Trafford/Moss Side/Whalley Range.

4.7 The frequency of the 263 Manchester to Altrincham service was improved using 'Kickstart' funding and a new Sunday service introduced, with bus priority measures along part of the route and refurbished low floor, route-branded buses funded by Arriva North West. As a result the 263 is now a popular route, with increased passenger numbers.

4.8 Funding was provided to the United Response charity to help people with learning disabilities deal with the harassment they face when using public transport, and to raise awareness of the problem in schools. (see Case Study 11 in main report)

4.9 A number of measures, described in more detail in the main document, have also made the public transport network more accessible in Trafford:

- 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 QBC routes
- 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.

4.10 Trafford has a continuing programme of installing dropped kerbs and tactile paving along the City's main pedestrian routes. In addition, the council factors dropped kerbs and tactile paving into all highway works.

4.11 The Public Right of Way network in Trafford has a total length of 106.6 km over 259 paths. A full survey of the network was completed in November 2007 and showed that 75% was 'easy to use'. Trafford aims to improve the network

significantly through the development of its Rights of Way Improvement Plan and the biggest investment ever in footpaths and footways.

4.12 Trafford's Rights of Way Improvement Plan (ROWIP) is in the second stage of development. The ROWIP will provide detailed assessments of the potential for Trafford's rights of way network to meet the present and future needs of various user groups, and identify measures to improve the networks. The shared themes within LTP2 and Trafford's Corporate Plan have been used to develop a structure for the ROWIP.

4.13 Trafford ROWIP aims to:

- Retain a fully recorded rights of way network, in a manner which is easy to update;
- Provide a well maintained and easy to navigate network, which is free from obstructions and safe to use;
- Develop a network which meets the needs and demands of local users and visitors;
- Where possible, increase opportunities for all users, including specific groups such as those with mobility problems, visual impairment and walkers with pushchairs;
- Increase and promote the opportunities for sustainable travel to work, schools and local services using the network;
- Promote and encourage respect and understanding between network users to avoid or minimise conflict;
- Ensure that proposed works are prioritised and implemented to provide the maximum benefit within the available resources.

4.14 In August 2003, Manchester, Salford and Trafford Councils established a Joint Local Access Forum, which covers their geographical areas.

4.15 The Local Access Forum is a statutory advisory body, and one of its key tasks is to contribute to the preparation of the Rights of Way Improvement Plan. The LAF has approved the Stage 1 assessment for Trafford and supports the development of the Action Plan.

4.16 Trafford Council is committed to promoting cycling across Trafford. Trafford's flat topography makes it attractive for leisure and commuter cycling. The Trafford Cycle Network outlines a network hierarchy of primary and secondary routes all of which are road based. The Trafford Cycle Network and Strategy will be refreshed in

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2008/09. Off-road routes exist along the Trans-Pennine Trail, route 62 on the National Cycle Network, via a series of signed routes, from Stretford to Dunham Woodhouses.

4.17 The LTP2 aims to increase cycling rates by 10 per cent against a 2003/04 base figure. So far during the LTP2 period, Trafford shows the highest cycling flow rates of all the Greater Manchester districts other than Manchester, and the average 12-hour cycle rate is higher than the average for Greater Manchester.

4.18 During the 2007/08 improvements to the Trans-Pennine Trail, including signage, access and surface was completed. In 2008/09, further improvements will be undertaken to the surface along the old rail line route to reduce the impact of flooding and encourage wider usage.

4.19 In 2007/08 the 3.5km Sale-Stretford length of the Bridgewater Way scheme was included in Sustrans' winning Connect2 bid to the Big Lottery (see Case Study 14 in main report). Work on the towpath is due to commence early in 2009 and Trafford Council is undertaking work on the highway to improve access to the canal for walkers and cyclists. Further improvements are planned in the coming years to complete a 12km route along the Bridgewater Way in Trafford, as funding becomes available.

4.20 Since 2006 students at Sale High School have had access to a yellow school bus, providing a safe, comfortable and reliable bus service.

4.21 Pupils with additional needs have access to independent travel training, supported through Trafford's Post 16 Education Transport Partnership and the Learning and Skills Council. This training teaches young people pedestrian skills, public transport journey planning and how to travel safely and independently. The travel training projects funded by the partnership have given young people involved confidence and skills to either travel completely independently or to access transport with friends/family. The projects don't just help young people to travel to college/training courses but also to access youth clubs, leisure activities and Connexions services.

4.22 Trafford's School Travel Advisor works with all schools in the Borough to promote and identify options for more sustainable school journeys, including walking, cycling and public transport.

The travel mode to school indicator 198 is included within Trafford's Local Agreement, reflecting its importance.

5 Road Safety

5.1 Trafford works with other Districts to increase road safety through the Greater Manchester Road Safety Strategy.

5.2 The most important part of the strategy is to reduce the number of KSI (Killed or Seriously Injured) accidents across the conurbation. Targets across Greater Manchester for 2010/11 are as follows:

- 55% reduction in Child KSI casualties;
- 50% reduction in Adult KSI casualties; and
- 30% reduction in slight casualties.

5.3 To achieve these targets, a series of hard and soft programmes are implemented each year. For Trafford these include:

- Educational programmes aimed at the most vulnerable road users;
- Safety programmes (i.e. cycle training to all year 6 pupils); and
- Engineering measures at accident hotspots (eg, junction improvements, traffic calming).

5.4 Educational programmes include the Junior Road Safety Officer Scheme, Safer Cycle Training, and crucial crew.

5.5 In Trafford Schools 1805 Year 6 children received cycle training during 2006/07. This training gives the children a good introduction and the basic life skills for safer cycling.

5.6 A total of 69 Junior/Primary schools throughout the Borough have participated in this year's JRSO scheme. The JRSOs are 'employed' by the school to help Trafford's Road Safety Officers promote road safety issues within the school and local community

5.7 All participating Junior Road Safety Officers receive certificates and a gift in recognition for their hard work. Some of the initiatives the Junior Road Safety Officers have organised include: -

- Meetings with the School Council.

- Campaigns in school to reduce School Gate Parking.
- School Crossing Patrol Interviews.
- Design and presentation of their own competitions.
- Discussion of road safety issues in school assemblies.

5.8 In 2006/07 Seymour Park and St Ann's RC School took part in a record breaking attempt to be part of the biggest walking bus. The event, organised by the road safety charity Brake, saw pupils aged five to 11 walk around their school. The record attempt is part of Brake's campaign to make road safety education and 20mph speed limits near schools compulsory. There are six walking buses set up throughout the Authority. These schemes are there to encourage parent to leave their cars at home and walk to school.

5.9 Trafford Council is making good progress of meeting the LTP2 target to reduce slight collisions. However, there are concerns that the targets for killed and serious injury (KSI) collisions will not be met.

5.10 In line with the Council's objective to reduce KSI collisions a review of prioritising road safety schemes for the capital programme was undertaken across Trafford in 2007/08. Assessments are now being carried out based on hot spot priority, classified as categories A, B, and C.

5.11 The roads within category 'A' are prioritised for further investigation and considered for funding from the Council's Integrated Transport budget within the Capital Programme for 08/09 and future years. Roads contained in category 'B' are re-assessed against the current traffic calming assessment procedure. No further action has been taken on roads assessed as category 'C'. Future reassessment takes place if there has been a change in traffic conditions which will affect the assessment. Whenever a KSI occurs, investigations are carried out to identify any immediate remedial action that can be taken.

5.12 62 of Trafford's educational establishments have developed a School Travel Plan. Work has taken place with these schools to promote sustainable travel and safe use of the road network. Travel Plans have, or are being, produced by these schools with the assistance of the Council's School Travel Plan Co-ordinator.

Initiatives within approved School Travel Plans include promotion of sustainable travel through walking and cycling schemes such as 'walking buses' and cycle to school schemes (linked to safer cycle training). These Travel Plan initiatives are helping to reduce the number of children travelling to school in cars, as required by NI198 targets.

5.13 The Education and Inspections Act 2006 (see Case Study 2 in main document) 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 develop a Sustainable Modes of Travel Strategy. This strategy is available on Trafford Council's Website.

6 Air Quality & the Environment

6.1 Trafford Council (TMBC) have a team dedicated to monitoring air quality in the Borough, and have recently carried out a three stage air quality review, to give a detailed picture of air quality in the Borough. The main pollutants have been identified as being NO₂ and particulates (PM₁₀).

6.2 Road transport is the single biggest contributor to urban pollution and reduced air quality. Particular pollutants of public health concern are oxides of nitrogen and fine particulate matter <10 microns (PM₁₀). In order to tackle the high levels of pollutants, Trafford Council has developed an Air Quality Action Plan and established a multi-disciplinary Corporate Air Quality Working Group.

7 Asset Management & Maintenance Issues

7.1 Three years ago Trafford embarked on a more formalised asset management approach to the maintenance of Trafford's £900 million highway infrastructure. This includes a systematic coverage of all works in the Borough over a 7 year period for preventative maintenance works.

7.2 Through its Transport Asset Management Plan the Council has set out its priorities and identified how it intends to significantly improve the condition of its highway network.

7.3 Presently Trafford receives a settlement from the Local Transport Plan for structural maintenance of approximately £1.5 million pounds.

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7.4 The current TAMP reveals that to maintain the current condition (steady state) of the transport assets, a yearly investment of £6.5m is required. However, as at 2005 a funding gap for clearing the backlog of maintenance on highway assets of £91.6m was identified.

7.5 Highway condition is identified one of the Council's top six priorities following the 2006 residents survey. Historically the Council has been unable to support this level of expenditure but in 2007/08 we spent £8m. It will now spend more than £24 million pounds over the next three years.

7.6 Council engineers carry out regular resurfacing programmes as well as preventative maintenance and timely interventions to keep uneven surfaces and potholes at bay for as long as possible, delaying the need for more major and costly works.

7.7 The preventative treatments include surface dressing and slurry seal which are designed to seal the surface to prevent water ingress into the lower layers of the road construction and to increase the skid resistance of the surface. This increase in funding will allow this first 7 year cycle to be completed in 3 years. This means that we will be able to commence the cycle again.

7.8 The additional funding for planned structural maintenance allows a number of long standing community issues to be addressed and a wall to wall approach to be implemented.

7.9 More detailed levels of service are required to support a better understanding of giving priority to funding one stream of work against another. This will enable a more informed choice and provide information to determine what is the appropriate level of service for Trafford for each asset. In condition terms this will relate to the level of defective asset that is acceptable when considered in the context of the relative price of changing it.

7.10 A key aspect of the revised TAMP is to facilitate a process of continuous improvement. The plan includes a number of improvements that are proposed for implementation over the duration of the plan. A detailed action plan has been developed to identify priority, timescales and the responsible officer for each key improvement action.

7.11 In 2007/08, a Highways Inspection Policy was developed. This document draws together a number of the approved policies and confirms inspection frequencies and repair intervention criteria that have been in place for a number of years, but more importantly builds on the restructure within Highway Services that established the specific appointment of Highway Safety Inspectors, some three to four years ago, to address the ever increasing level of third party public liability claims. That has enabled the introduction of new technology – hand-held data capture devices – and storage of data within the SAP environment, with the result that every street in the Borough will be inspected at least twice a year from the efficiencies that the process has brought. As a result the level of public liability claims settlements have fallen by at least 60% and the trend currently is that the number of claims received this year shows a 50% reduction on earlier years.

7.12 The Policy complies with, and exceeds, recommended national standards, the latest versions of which are included in The Road Liaison Group's "*Well-maintained Highways – Code of Practice for Highway Maintenance Management*".

8 Use of Resources

8.1 In the Council's 2006/07 budget setting programme additional investment was provided to supplement the LTP2 Integrated Transport Block and Structural Maintenance allocation, to ensure visible improvements to the highway network. This provided additional focus on local and LTP priorities of congestion, road safety and air quality.

8.2 In order to reconcile local and strategic priorities, Trafford is commencing a trial this year to set aside some of the transportation budget for allocation at Ward level in order that Members and the community can deal with local priorities, albeit strictly in accordance of LTP2 priorities on public transport, road safety, congestion, air quality and accessibility. This approach allows continued focus on strategic schemes needed to deliver on LTP2 targets, including congestion, road safety and air quality, whilst balancing local needs and priorities with dedicated funding.

8.3 This ensures LTP2 priorities are still met and that resources aimed at tackling Borough wide priorities can continue alongside local responsiveness to the community's transport needs.

9 Future Plans

9.1 Trafford's vision is for a transport network that supports and strengthens Trafford as an attractive, prosperous, vibrant and safe place where people want to live, learn, work and relax.

9.2 Under this overarching vision, 15 key objectives linked with LTP2 and local priorities have been identified which will guide the future investment programme and priorities. They are:

Objective 1: Encourage modal shift to sustainable transport modes, including public transport, walking and cycling, particularly for trips to/from the Regional Centre;

Objective 2: Enable improvements and reduction in congestion across Trafford and as per the objectives of the A56 Corridor Development Guidelines Supplementary Planning Document (SPD2);

Objective 3: Develop and improve existing Quality Bus Corridors and increase bus patronage, particularly outside of the M60;

Objective 4: Address overcrowding issues on the Altrincham Metrolink line;

Objective 5: Increase rail patronage to/from local stations on the Manchester – Liverpool line;

Objective 6: Improve sustainable transport access to all education facilities and reduce the proportion of car trips to schools through Safer Routes to School;

Objective 7: Improve east-west public transport links across Trafford;

Objective 8: Promote social inclusion and facilitate access improvements to identified priority regeneration areas, including Partington, Carrington, Gorse Hill and Old Trafford (in line with the Old Trafford Gateway Development Framework);

Objective 9: Deliver enhanced sustainable transport access to key health facilities, and to meet the demands generated by hospitals;

Objective 10: Improve sustainable transport access and interchange to Altrincham, Sale, Stretford and Urmston town centres, and to large employment sites, e.g. Trafford Park;

Objective 11: Reduce the number of people killed or seriously injured (KSI) in road collisions;

Objective 12: Improve air quality on orbital and radial routes and contribute to reducing carbon emissions in line with national and local targets;

Objective 13: Ensure close co-ordination between planning and transport policy and support major mixed use development opportunities identified in the UDP/LDF;

Objective 14: Provide the necessary transport infrastructure to cater for additional travel demands due to housing and employment developments, as per the objectives of SPD1: Developer Contributions to Highway and Public Transport Schemes;

Objective 15: Encourage involvement from all sectors of the community in providing for transport needs and changing travel patterns and identify opportunities to lever in additional funding contributions.

9.3 The key issues and challenges are:

- Tackling congestion on main roads and key junctions;
- Improving road safety with a specific focus on killed & seriously injured;
- Increasing capacity and enhancing Metrolink;
- Improving bus services and increasing bus patronage;
- Improving accessibility;
- Increasing walking and cycling;
- Addressing air quality and the environment; and
- Greater Manchester Transport Innovation Fund Bid

9.4 Trafford Council is working with the Greater Manchester Urban Traffic Control Team (GMUTC) to identify opportunities to relieve congestion. For the remainder of LTP2 our target is to improve journey times and air quality with fewer stop start traffic flows. With contributions from Trafford's LTP monies, targeted use of developer contributions and significant funding from GMUTC, a £1m investment in improving flows across our traffic signals is being delivered.

9.5 Over the last ten years Trafford has been very successful in reducing the number of collisions. Looking ahead, the Council will target remaining hotspots in relation to Killed and Seriously Injured (KSI) collisions. Accident data analysis across the Borough identifies the top 20 sites with respect to Killed and Seriously Injured (KSI) collisions. These sites will be the priority for

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road safety improvement schemes across the Borough. This approach will ensure that limited funds are spent in a co-ordinated manner delivering the best return for the capital investment.

9.6 At the same time, junction improvement schemes will be prioritised in order to address joint issues relating to congestion and road safety. Schemes are targeted at reducing delay, particularly for public transport, improving air quality along routes and improving facilities for pedestrians and cyclists.

9.7 Trafford Council has commissioned a corridor study to target congestion on the A56. Schemes will continue to be prioritised as a result of this study.

9.8 Schemes along the A56 which are identified in the Unitary Development Plan (UDP) and are to be taken forward during LTP2 include:

- A56 Chester Road/Barton Road;
- A56 Washway Road/Sibson Road; and
- A56 Manchester Road/Park Road.

9.9 Away from the A56, other existing junction improvements proposals to be taken forward include:

- A560 Shaftesbury Ave/Brooklands Road junction improvement;
- Sale Town Centre gyratory improvement;
- Sale Moor Gyratory improvement, and
- A6144 Manchester Road/Isherwood Road.

9.10 Future redevelopment of the large brownfield sites at Carrington will require considerable improvements to the existing highway network. Proposals are currently being developed for a Carrington By-Pass and bridge link across the Manchester Ship Canal to the Irlam-Cadishead By-Pass. The impact of these proposals is being assessed in consultation with Salford City Council and the Highways Agency. The new bridge over the Ship Canal would greatly enhance linkages with Salford. Trafford will work jointly with Salford City Council to secure funding from developer contributions and public regeneration agency sources. As a short term measure a modest improvement of the A6144/Flixton Road traffic signals is being developed which will provide more benefits ahead of the larger scheme.

9.11 Metrolink provides the Borough with an important north-south public transport link between Altrincham and Manchester City Centre, but the system has been subject to severe overcrowding problems in recent years. Extra trams are due to be introduced in 2009 and will provide some additional capacity, but further capacity will be required to cater for future demand.

9.12 There are opportunities to develop the Metrolink stop at Old Trafford, as it provides excellent access to leisure and recreation attractions around Lancashire County Cricket Club and Manchester United. Facilities at the stop do not reflect its important role and function and improvements are required, particularly in light of proposals for redevelopment of the cricket club.

9.13 Existing public transport provision within Trafford Park does not adequately cater for the needs of employees and businesses. Traffic around the area is dominated by heavy goods vehicles and private cars. Currently, around 81% of journey to work trips to Trafford Park are made by car.

9.14 The extension of Metrolink to Trafford Park is key to providing enhanced public transport access to employment opportunities and securing a high quality public transport link to the Trafford Centre.

9.15 Provision of a new Altrincham Interchange is essential to allow this facility achieve its potential by increasing patronage and integrating within the improvements proposed for the town centre.

9.16 There are also opportunities to replace the existing heavy rail halt at Manchester United with a new station which can allow trains to stop in each direction and provide an interchange with the nearby Metrolink stations at Cornbrook and Trafford Bar, which would benefit the wider business area of WhiteCity.

9.17 Buses are the main and most flexible mode of public transport in the Borough. However, the reliability of journey times along key routes such as the A56 is variable and the end to end journey experience is unsatisfactory. Therefore it is proposed to continue work to enhance the two quality bus corridors in Trafford, which are the A56 (Manchester to Altrincham) and the A5145 (Stockport – Stretford – Urmston – Trafford Centre). Links from Altrincham to Stockport, including the A560 are also key. The Council will

work with GMPTE and bus operators to identify how and where improvements and enhancements to existing services can be achieved.

9.18 Demand Responsive Transport (DRT) initiatives and the feasibility of setting up a Taxi Partnership will also be assessed with a view to establishing an agreement between operators and the local authority targeted at improving services across the Borough.

9.19 Trafford Council promotes measures to increase levels of walking and cycling across the Borough. A key cycle route within the Borough is the Transpennine trail (national cycle route 62) and Trafford also has aspirations to develop a cycle link on the Bridgewater Canal. Some funding is available from the Bridgewater Trust and Sustrans Connect 2 to develop the link between Stretford and Sale and Trafford is working with partners to identify further funding opportunities. On-street provision will be prioritised through our refreshes Cycling Strategy early in 2009.

9.20 In relation to walking, Trafford has a continuing programme of installing dropped kerbs and tactile paving along the main pedestrian routes. In addition, we will ensure that dropped kerbs and tactile paving are factored into all highway works.

9.21 Trafford aims to improve the public rights of way network significantly through the development of its' Rights of Way Improvement Plan.

9.22 The national Government target is for all schools to have a travel plan by 2010 and Trafford is committed to achieving this target, together with a programme for monitoring and review. We have also introduced a stretch target through our Local Area Agreement to reduce the proportion of school children (aged 5 to 16) travelling to school by car school trips taken by car from 32% to 30% by 2010.

9.23 The Council is committed to working with the Highways Agency in progressing workplace travel planning initiatives at Trafford Park and developing plans elsewhere in the Borough.

9.24 A Transport Partnership comprising Trafford Council, Manchester United, Metrolink, Northern Rail and GMPTE is working to progress a range of initiatives, including the feasibility of a

multi modal ticket which would be available on match days. The ticket could possibly be linked in with season ticket smartcards, which were introduced for the 2007/08 season.

9.25 Other initiatives relating to MUFC include the use of Variable Message Signing (VMS) and extension of SCOOT for traffic signal junctions on the A56 and A5081 through TraffordPark. Improvements in Traffic signal control are taking place through 2008 and VMS signing is proposed to be rolled out from 2009 onwards.

9.26 The Council will work towards providing an appropriate balance with respect to the volume of short and long stay car parking in the town centres of Altrincham, Sale, Stretford and Urmston. A recent study of Altrincham Town Centre found that there was a sufficient short stay parking, but a lack of long stay parking. The Council will also look at the potential for introducing a VMS system to provide information and directions to car parks in Altrincham Town Centre.

9.27 It is anticipated that the number of permit parking schemes to be taken forward will decrease in the coming years. Exceptions to this will be where parking issues have arisen as a result of developments on the fringe of town centres or other key traffic generators.

9.28 Trafford will use its limited LTP Capital monies to target some priorities, along with other mechanisms including partnerships with neighbouring local authorities and developers. This will be essential to providing long term improvements to the communities we serve.

9.29 Through the maintenance of our extensive highway network, and our £24m Highways Maintenance Initiative a 'wall to wall' approach is being adopted. For major highway work we seek to transform the entire streetscape and ensure all highway need likely over the next 3-5 years is targeted all at once. This minimises disruption but also achieves more impact in the community.