

# Annex 3

## Manchester City Council



### Policy context and links to the Unitary Development Plan

**A3.1** Manchester's transport objectives flow from its holistic approach to urban regeneration and sustainable development, promoted through the Unitary Development Plan. The UDP was adopted in 1995 and is being updated on an ongoing basis. Its aim is to improve the City's environment and revitalise the local economy in order to make Manchester a truly international city where people want to live, work or visit, thus enhancing its role as the Regional Centre. The emphasis is on the continuing revival of the Regional Centre and the growth of the Airport (both of which are dealt with in detail in the main body of the LTP) and the regeneration of urban neighbourhoods and centres, to provide for a mixture of uses. Integral to these aims is the provision of a high quality, fully integrated, safe and sustainable transport system through measures which will also reduce dependence on the car and reduce its impact on health and the environment.

**A3.2** The UDP provides for new development on sites with good public transport accessibility, especially in the City Centre, which is the most accessible point on the conurbation's public transport network. Much of the remainder of the City, given its compact and highly urban nature, is also within easy reach of public transport corridors which radiate out from the City Centre, although some areas remain poorly served. In providing for car parking arising from new developments in the most accessible locations, local and wider environmental considerations are taken into account including the need to reduce pollution levels by encouraging the use of public transport. Where possible, agreement is sought to reduce the amount of car parking on-site by securing investment in alternative public transport facilities or communal parking off-site. The City Council is working with others to promote travel plans, including Manchester Airport and the City's

Universities and hospitals. The City Council is also preparing its own pilot travel plan, for inauguration later this year.

### Role as Highways and Planning Authority

#### *Hierarchy of road users*

**A3.3** The Council has adopted a hierarchy of road users, used when assessing schemes and policies with significant transport implications. Its underlying aim is to ensure that the needs of more vulnerable road users, such as pedestrians, disabled people, cyclists and those using public transport are given careful consideration when planning new developments, schemes or strategies. It also caters for the essential servicing needs of industry and commerce and gives general traffic, especially in the peak period, the lowest priority.

**A3.4** In all circumstances the hierarchy considers people who use an area, before those who are just passing through. The hierarchy reflects the priorities the Council wishes to see being accorded to different road users in future transport planning. It demonstrates Manchester's commitment to encouraging more sustainable modes of transport to reverse car dependency and improve the environment.

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## Supporting public transport investment

**A3.5** The City Council warmly welcomes the recent Government support for the extension of Metrolink. Completion of the network will play a major role in the continued regeneration of the City and will greatly assist in delivering the target of increasing public transport's share of trips to the Regional Centre. Coupled with enhancements to the bus network through Quality Bus Partnerships and planned investment in the national and regional rail network the City stands to benefit from a much improved public transport system which will be vital if its broader regeneration aims are to be achieved. The City's minor works programme is designed to complement and add value to the plan's public transport led strategy. The Council will also work with GMPTA and GMPTe to develop the City's public transport network in ways which meet the needs of communities away from the main transport corridors and facilitate orbital or cross-City journeys by public transport.

## Regenerating the City Centre

**A3.6** Manchester Millennium expects to be granted an additional year's extension into 2001/02 to deliver the transport strategy associated with the rebuilding of the City Centre, subject to the resolution of outstanding planning matters. A bid and statement is included in Chapter 9 paragraphs 9.96 to 9.110. Because of the unique nature of the Task Force, it is important to the overall funding strategy that, in line with the previous agreement with Government, the final allocation continues to be ring-fenced, rather than included in the single block of credit approvals.

**A3.7** Additional City Centre regeneration priorities outside Manchester's Millennium Quarter include the Northern Quarter, Piccadilly, Great Northern and the Exhibition Quarter, the Crown Square and MANCAT (Spinningfields), Castlefield and Knott Mill. Investment in complementary transport measures will vitally underpin the success of these proposals that are designed to further strengthen the Regional Centre.

**A3.8** Pedestrian flows are high and about 45% of commuters arrive in the City Centre by public transport. Consequently there is a need to enhance pedestrian safety and improve links to transport stations and interchanges, as well as providing more and better quality space for people walking in the centre. The completion of the Inner Relief Route will take more through traffic out of the centre, creating further opportunities for improvements for pedestrians and cyclists, as well as improving air quality.

## Community safety

**A3.9** The council is creating a safer and more pleasant environment for everyone living in and using the City, to reduce crime and the fear of crime and to lessen traffic accidents. Co-ordinating transport investment in measures such as street lighting, safe pedestrian routes, local safety schemes and traffic calming with other funding regimes to create integrated area environmental and safety plans, has a part to play in delivering this objective.

## Area regeneration initiatives

**A3.10** A series of area-based initiatives are being promoted to deliver comprehensive and sustained economic and social regeneration. Within neighbourhoods, the impact of the car is being reduced, by giving priority to pedestrians and cyclists to create a safer and more pleasant living environment.

**A3.11** The City's District Centres provide vital local services to neighbourhoods, they are highly accessible and are important sources of local employment. The UDP places particular emphasis on improving safety and enhancing environmental quality, tackling traffic problems, increasing economic viability and making them highly accessible, particularly on foot or by bike.

### SRB initiatives

**A3.12 New Deal for Communities/SRB 5 – The Beacons Initiative:** A Strategic Plan is being developed by the New East Manchester Regeneration Company to inform the development of a strategic transport plan for the area. In the meantime, local access strategies and integrated area plans to address environmental and traffic/speed management concerns are being developed for early implementation in those parts of the area which are not expected to undergo radical redevelopment. Metrolink will bring substantial benefits to the area, with safe pedestrian links to stops being vital.

**A3.13 Cheetham and Broughton:** The SRB partnership is similarly concentrating on area strategies, but is also keen to support its Bury New Road and Strangeways commercial regeneration strategies with public transport based corridor works to include improved servicing, pedestrian environments and safer pedestrian connections.

**A3.14 North Manchester Regeneration:** Transport investment will concentrate on supporting the regeneration of land and the viability of business and industry. Local speed management will be integrated with community safety and environmental works in housing renewal areas and the benefits of Metrolink to the area will be maximised through safe pedestrian links and careful siting of stops.

**A3.15 Eastside (Ancoats):** The need for cohesive, area based environmental, road and community safety measures is prompted by Eastside's proximity to the City Centre and the amount and speed of rat running traffic and commuter parking. The development of safe pedestrian links to Regional Centre facilities is also a key objective.

**A3.16 A6 Partnership:** Good public transport services, local protection from commuter traffic avoiding the A6 and safe pedestrian connections across the A6 and under the main railway line are key components of the A6 SRB's regeneration strategy. Transport investment is also vital to underpin the revival of the two District Centres. Northmoor, one of nine national Home Zone pilot schemes lies within the A6 Partnership.

**A3.17 Hulme and Moss Side Regeneration:** Community safety and measures which allow the area to be better integrated into City Centre and adjacent commercial/job opportunities are prime objectives. These will be assisted by cohesive area strategies involving better lighting, pedestrian routes, traffic calming, speed management and community safety initiatives.

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**A3.18 Wythenshawe Partnership:** Improving public transport is important in Wythenshawe where there are difficulties with bus services and detachment from radial transport routes. There is a demand for stronger internal and external connections for jobs, commerce and leisure, including safe walking and cycling routes. Enhancing Town Centre accessibility is a key objective in connection with which a review of bus operations and facilities is to be undertaken. The Metrolink route to the Airport will provide a vital public transport connection for many of the area's facilities and help address exclusion for local people.

## Improving access for disabled people

**A3.19** The City Council has recently launched its Access Strategy which has, as its vision, to make Manchester the most accessible city in Europe, with a key aim being to improve transport infrastructure. The Council is already working proactively to create a fully accessible City, starting in the Regional Centre, district and other centres and along key transport routes, and by ensuring that new developments take account of the needs of people whose mobility is impaired. It fully supports the development by the PTA of accessible public transport facilities include Ring and Ride and taxi vouchers which cater for people who have difficulty using conventional public transport. It also responds promptly to individual requests for local highway adaptations and ensures that any planned road improvement or maintenance works, and new building or redevelopment proposals, incorporate facilities for disabled people.

## Pedestrians

**A3.20** Manchester is working with other Greater Manchester authorities on the preparation of a walking strategy for the County and will bring forward its own strategy for walking in the City, with particular emphasis on the City Centre.

**A3.21** The Council is creating a safe, well-lit and maintained network of pedestrian routes both for the City Centre and within and between neighbourhoods, ensuring safe access to shops, leisure, public transport and other facilities. These are being brought forward through integrated area plans, developed jointly with the private sector and regeneration agencies and under the Quality Bus Corridor programme. Traffic calming, local safety schemes, the pilot Home Zone and safer routes to school projects are all targeted at promoting more walking and less car dependency to improve safety and improve the environment.

## Home Zones

**A3.22** Physical works have started in the Northmoor Home Zone (in the A6 SRB area), with the introduction of a gateway / speed management improvement at the main southern approach to the area. The Home Zone, covering an area containing 1400 mainly terraced dwellings, is being developed jointly with private sector partners and through extensive community participation. An open day was held in the early summer when a mock layout was installed, various surfaces were tested, traffic was excluded and on street fun events were held. The day, which was organised with residents, was very well received, gaining wide local attendance as well as that of the constituency MP and Transport Research Laboratory representatives. The Home Zone treatment will bring widespread environmental and safety benefits to the area, to support regeneration.

## Safer routes to schools

**A3.23** Manchester's safe routes to schools project covers eight Manchester schools and is aiming to get more pupils walking and cycling to school. It has now run for two years and is completed in three schools, having been extended in the remaining schools, with a further three schools now being recruited. During the two years, education packs have been developed with pupils and staff. These not only address the identification of infrastructure deficiencies, but also consider the health and environmental impacts of travel choices. A theatre group has visited schools, competitions have been run for pupils, a web site created and road safety improvements have been made around and en route to schools. Where possible, these schemes are being incorporated into wider access strategies and facilities for pedestrians or cyclists which link into other programmes for local safety, cycling, traffic calming and environmental improvement.

**A3.24** The extended pilot project will end in March 2001, after which it will be rolled out to schools across the City. Priorities will be based primarily on child casualties, but will also take account of the enthusiasm of schools and the existence of co-ordinated access, safety and environmental strategies within regeneration areas. Even when engineering solutions are in place, the education packs will continue to be used in schools to reinforce the impacts that pupils' travel choices have on them and their environment.

**A3.25** The link between safer routes to schools and other area plans for health, safety and the environment will be exploited, with the opportunity to develop jointly funded packages being taken wherever possible.

## Cycling

**A3.26** Manchester's Cycle Forum was set up in April 1999 to provide for regular discussion between the Council, local cyclists and other partners. A draft Cycling Strategy for Manchester is being finalised through consultation with cyclists, non-cyclists and other interest groups, for publication in the Autumn. Cycling facilities are being implemented as part of area schemes, through safer routes to schools and to provide strategic cycle links to important facilities, major areas of employment, transport interchanges and key centres, and secure parking at them. Manchester's UDP addresses the needs of cyclists when considering the design of new developments, new roads and new public transport facilities and through the promotion of a safe network of routes and facilities for cyclists.

## Traffic calming and speed management

**A3.27** Traffic calming measures are introduced to reduce traffic intrusion into residential areas, thus creating safer conditions for residents, particularly children and elderly people and cyclists and improving the local environment through reducing noise and air pollution. The infrastructure in new or regeneration housing schemes is being designed for people and as places where children can play in safety. Cars are given low priority and opportunities for speeding are taken out.

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## Parking in Manchester

**A3.28** The UDP recognises that, within the City Centre the demand for land and the intensity of activity mean that car parking cannot be supplied on a significant scale. Within the core area the aim is to provide adequate, convenient levels of short stay spaces for shoppers and other visitors, essential if the economy of the Regional Centre is to compete with out of town shopping centres dependent on the car. The City does not require a minimum standard of parking provision in any new developments, but in coming to a view about their car parking provision, the Council considers the extent to which such parking would:

- *unduly prejudice proposals for environmental improvements and improved conditions for pedestrians*
- *create unacceptable traffic conditions*
- *result in a development which cannot be satisfactorily integrated into the neighbouring urban fabric*

This approach is applied to give a lower level of provision in the core areas than in the periphery. In certain locations, no car parking is allowed.

**A3.29** Decriminalised Parking Enforcement (DPE) has now been in operation for more than 12 months in Manchester. Enforcement is concentrated on the City Centre and key radial routes, especially those with bus lanes. It is succeeding in improving traffic flow and circulation, reducing opportunities for illegal parking; and increasing the turnover in use of on-street parking spaces in the off-peak to support the economy of the Regional Centre. It is intended to complement DPE with Parkmap, a GIS based traffic regulation order system which will increase efficiency in both making orders and resisting appeals against tickets issued.

**A3.30** Manchester is bidding on behalf of the National Parking Adjudication Service, for funding over three years commencing in 2002/03 for new premises, as its existing ones will not be able to cater for the demand placed on it as more authorities adopt DPE powers. This funding, when granted, should not be taken from the Greater Manchester LTP settlement, but should be top sliced from nationally available funds, to acknowledge the national service provided.

## City Centre car parks

**A3.31** Under the joint venture with NCP, an extensive programme of City Centre car park improvements is now underway, to assist in enhancing the economy and attractiveness of the Regional Centre for shoppers. The pricing structure for City Centre parking is geared in favour of short stay, off peak parking, again to discourage car commuters and support trading activity.

## City Centre Variable Message Signing

**A3.32** The Variable Message Signing (VMS) associated with MML's Masterplan is now fully installed and operational. This is assisting in the management of traffic in the City Centre by directing it round the ring road and then along the most direct routes in the Centre, to the most appropriate car parks. This reduction in unnecessary driving in the Centre will also help to reduce congestion and pollution. VMS will be supplemented by local signing within the City Centre and on its fringes, and other driver information to further reduce the amount of driving around in the City Centre.

## Improving bus facilities

**A3.33** The Council supports the major scheme bid aimed at securing the early completion of the County-wide Quality Bus Corridor programme and welcomes the inclusion of the Northenden/Didsbury to the City Centre corridor, and Airport bus services in that major scheme bid. In the meantime, Manchester will continue to develop funding packages with other stakeholders including the GMPTA and GMPTE and through the Greater Manchester QBC budget to tackle delay points for buses.

**A3.34** The Council is keen to ensure that good public transport services are available for local people and businesses away from the main bus routes. Such services are very important in a city like Manchester, where many areas have very low car ownership. The City will work with GMPTA and operators to develop a strategy which meets these needs and also provides for cross-City and orbital journeys, to address exclusion and enable buses to compete more effectively with the car.

**A3.35** The regeneration of Piccadilly Gardens, which contains the County's major bus hub, includes a radical change to traffic circulation through the area involving a substantial reduction in through traffic (with expected environmental and air quality improvements in the area), new bus priorities and enhanced pedestrian protection. The implementation programme has been accelerated to ensure that traffic management measures, including bus priorities, are largely in place this year, with the City Centre minor works bid addressing its completion in 2001/02. The bus station will also be substantially upgraded with a new travel shop, high quality shelters, bus and passenger information.

## Commonwealth Games

**A3.36** Work has now commenced on the new Stadium and Sports City at Eastlands for the 2002 Commonwealth Games and on a number of other new venues in central Manchester, including the Manchester 50 Pool. As many events are to be held in and around the City Centre, Games transport is being developed to make the best possible use of existing infrastructure. Nevertheless, the planned opening of the Manchester/Salford Inner Relief Route round to Salford Station in Spring 2002 will provide a vital new link between venues.

**A3.37** The scale of activity during the Games will make them particularly dependent on public transport, thus supporting the aim to make them as environmentally friendly as possible. Consequently, any bus priority proposals which may be identified as necessary within the City's longer term plans for transport, which will assist journeys to the various Games sites including the Athletes Village, will be brought forward in advance of the Games, alongside any special transport measures to support the efficiency of organisational planning and the delivery of the highest quality Games, in the national interest.

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## Major schemes

**A3.38** Manchester is bidding for the following two major schemes which are detailed in Chapter 9 of the LTP:

● **The Manchester/Salford Inner Relief Route** (jointly with Salford City Council) is essential to remove unnecessary through traffic from the Regional Centre, to allow for significant environmental, pedestrian and safety improvements. This scheme was accepted in the December 1999 LTP settlement, when credit approvals were awarded conditional on statutory processes being cleared and the PFI not being pursued. It is understood that Government will shortly reach a view on the PFI, which needs to be informed by the importance of the route to the Commonwealth Games and the timescales for its delivery within that context. Outstanding issues, should the scheme proceed via LTP funding, are expected to be resolved in time to allow a January 2001 start on site.

● **Greater Manchester Urban Traffic Control (UTC) Block Replacement Scheme:**

This is a new bid which is made by Manchester as lead district for UTC, on behalf of all Greater Manchester Authorities following their joint support for it as the priority highway based major scheme bid after the completion of the ring road round the Regional Centre. This decision acknowledges the vital role that an up to date, adaptable and fully responsive Urban Traffic Control system has in delivering across the range benefits sought through the LTP. These include complementing public transport and driver information, bus, cycle and pedestrian priorities and efficient traffic management, to contribute to modal shift, bringing about safer roads and a better environment.

**A3.39** Manchester Millennium Ltd expects to be granted a fifth year extension into 2001/02, to complete its Integrated Transport Strategy, associated with rebuilding the City Centre - subject to the resolution of outstanding planning matters. The details of MML's bid are covered in Chapter 9 of the LTP, in the section dealing with the Regional Centre.

**Table A3.1: Major Schemes Bid for 2001/02 to 2005/06 (£000s)**

Scheme Title	2000/01	2001/02	2000/03	2003/04	2004/05	2005/06	Total
Manchester/Salford Inner Relief Route	350	1698	1918	375	22	0	4363
UTC	0	978	1278	1278	1170	813	5507
<b>Total Major Schemes</b>	<b>350</b>	<b>2666</b>	<b>3196</b>	<b>1653</b>	<b>1192</b>	<b>813</b>	<b>9870</b>

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## Minor works

**A3.40** The Council will continue to introduce minor improvements which meet LTP objectives and its own sustainable regeneration agenda. The schemes submitted in the 2001/02 bid fulfil at least one of the following criteria:

- *improving safety and the environment and support economic activity in the City Centre or other important centres*
- *improving public transport routes or connections to them*
- *promoting more walking and cycling by introducing safer facilities*
- *reallocating road space in favour of pedestrians, cyclists and public transport*
- *improving the accessibility of the transport network*
- *working with regeneration agencies on the delivery of cohesive area plans for safety and environmental improvements, especially within residential areas*
- *improving local signing to protect resident communities from adverse vehicle impacts and improve industrial access*
- *improving traffic management and parking regulation enforcement*
- *tackling reliance on the car for journeys to school*

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Table A3.2: Minor works Programme 2000/01 - 2005/06 (£000s)

Type	Scheme	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	Total
<b>SRB/ Key Regeneration &amp; other area schemes (incorporating SRTS/ cycling/ lighting/ calming and other integrated measures in SRBs)</b>	Manchester City Centre	120	100	100	100	100	100	500
	NDC/SRB 5/E Mcr Regen Ltd	100	100	100	150	150	150	650
	Cheetham SRB	122	100	80	50	0	0	230
	North Manchester Regeneration	25	30	0	0	0	0	30
	Eastside SRB	80	80	50	0	0	0	130
	A6 Partnership	70	60	60	60	0	0	180
	Northmoor Home Zone	140	100	100	0	0	0	200
	Hulme and Moss Side Partnership	200	100	60	0	0	0	160
	Wythenshawe Partnership	140	100	60	60	0	0	220
	Withington Integrated scheme	150	0	0	0	0	0	0
	Chorlton District Centre	10	60	80	0	0	0	140
	Rusholme Initiative	52	40	40	40	0	0	120
	Future Area Initiatives	0	0	37	342	557	557	1493
<b>Sub Total</b>		<b>1209</b>	<b>870</b>	<b>767</b>	<b>802</b>	<b>807</b>	<b>807</b>	<b>4053</b>
<b>Pedestrians and Community Safety (excluding integrated area schemes)</b>	Disabled people's access	130	130	130	130	130	130	650
	Safe Routes to Schools	20	100	150	150	150	150	700
	Traffic calming (Also in LSS)	170	88	118	118	118	118	560
	Street lighting	30	50	50	50	50	50	250
	Key Pedestrian links inc signals/ pelicans & puffins) – Also in LSS	130	80	80	80	80	80	400
	Ped links to public transport	0	37	40	40	40	40	197
<b>Sub Total</b>		<b>480</b>	<b>485</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>568</b>	<b>2757</b>
<b>Cyclists (excluding schemes in SRBs)</b>	Cycle parking	20	20	10	10	10	10	60
	Stretford Road/Chorlton Rd link	5	0	0	0	0	0	0
	University-Chorlton link	50	0	0	0	0	0	0
	Fallowfield Loop	40	40	50	50	0	0	140
	New Cycle schemes	0	80	90	90	140	140	540
<b>Sub Total</b>		<b>115</b>	<b>140</b>	<b>150</b>	<b>150</b>	<b>150</b>	<b>150</b>	<b>740</b>
<b>Travel Management strategies/ future scheme development</b>	Travel Plan initiatives	20	15	15	15	15	15	75
	Digitised car parking database	0	20	20	20	0	0	60
	Local signing	10	15	20	20	20	20	95
	DPE Adjudication Service	0	0	20	150	30	0	200
	Future scheme development	70	50	55	55	65	65	290
<b>* Note: Sub Total</b>		<b>100</b>	<b>100</b>	<b>130</b>	<b>260</b>	<b>130</b>	<b>100</b>	<b>720</b>
<b>County-wide Schemes</b>	PRN Signing	5	35	35	0	0	0	70
	UTC	40	0	0	0	0	0	0
	GMLTP	5	5	5	5	10	10	35
<b>Sub Total</b>		<b>50</b>	<b>40</b>	<b>40</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>105</b>
<b>* Sub Total minor improvements schemes</b>		<b>1954</b>	<b>1635</b>	<b>1655</b>	<b>1785</b>	<b>1665</b>	<b>1635</b>	<b>8375</b>
<b>Additional 20% for minor improvement schemes</b>			<b>327</b>	<b>327</b>	<b>327</b>	<b>327</b>	<b>327</b>	<b>1635</b>
<b>Total all minor works</b>		<b>1954</b>	<b>1962</b>	<b>1982</b>	<b>2112</b>	<b>1992</b>	<b>1962</b>	<b>10010</b>

\*Note: Includes bid for ringfenced expenditure on new office accommodation for the National Decriminalised Parking Enforcement Service.

**A3.41** If a Spending Review provided an extra 20% for minor improvements, Manchester would target it at assisting community safety including through-traffic calming and speed management, accelerating the implementation of safer routes to schools across the City and improving facilities for cyclists and pedestrians.

### **Road safety and Local Safety Schemes**

**A3.42** Mindful of the Government's new targets for casualty reduction, particularly in respect of children, the Council is to review its current strategy based on specific sites where accidents occur in numbers. Whilst there is still a place for such schemes, child casualties and accidents involving other vulnerable road users are not concentrated on single locations, but along lengths of road, or across identified areas. An initial analysis of casualties involving vulnerable user groups indicates that they occur mainly within areas of the City where many residents are from the lower socio-economic groups and where there are high levels of through-cutting traffic, or on lengths of road between communities and attractions such as schools, shops etc. A review of road safety policy and speed management is also under way.

**A3.43** An approach to accident reduction based on route or area identification will also support our objectives of encouraging more local walking and cycling, complement the safer routes to schools project and improve the environment and air quality in local communities. Site specific measures will still be needed at high accident sites and also where speed or red light cameras will bring benefit, or where skidding is a problem.

**A3.44** Local Safety Scheme development is linked closely with education, training and publicity work and involves a high level of community consultation and participation, as well as accident analysis. In implementing its strategy, the Council will have regard to the opportunities presented through its regeneration and renewal programme. It will work with other stakeholders including SRB Partnerships GMPTA and GMPTe, Health Authorities, the private sector and the emergency services, especially the police, with speed management being a critical factor and with them supplementing educational work.

**A3.45** As indicated above, consistent with the Greater Manchester School Travel Strategy, the Council is developing and implementing schemes associated with the journey to school, has in place a hierarchy of road users and is, with others, developing a strategy for traffic speed management.

**A3.46** Through its revenue budgets, the Council maintains a quality School Crossing Patrol Service and education, training and publicity service targeted mainly at schools.

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Table A3.3: Local safety scheme programme for 2001/02

Scheme Type	Location	2001/02	Total casualties in three yrs	Predicted casualty reduction/year
<b>Single site</b>	Broadway/Nuthurst Road	60	17	3.5
	North Road/ Vale Street	5	6	0.5
	Old Church Street	70	20	4
	<b>Sub Total</b>	<b>135</b>		
<b>Area action</b>	Tartan Street area	100	22	4
	Broadoak Road area	90	32	6
	*Ancoats area	150		
	*Benchill area	170		
	*Harpurhey	170		
	<b>Sub Total</b>	<b>680</b>		
<b>Route action</b>	Sale Road (Wythenshawe Road to Boundary)	50	21	3.5
	North Road (Seymour Road South to Viola Sreet)	20	8	1.5
	*Barlow Moor Rd (High Lane to Barlow Hall Road)	100		
	*Palatine Rd (Princess Pkway to Mill Lane)	100		
	<b>Sub Total</b>	<b>270</b>		
	<b>Other action</b>	Speed & red light cameras	150	
Anti skid surfacing		46		2
<b>Sub Total</b>		<b>196</b>		
<b>Sub total all local safety schemes</b>		<b>1281</b>		
<b>Additional 20% for LSS</b>		<b>256</b>		
<b>Total all local safety schemes</b>		<b>1537</b>		

\*Indicates need for new area or route based schemes to tackle child Killed and Seriously Injured (KSI) accidents – further analysis and design needed, but schemes will be developed which aim to give a first year rate of return of at least 150%.

**Table A.3.4: Local safety schemes for 2002/03 to 2005/06 (£000s)**

Measures	2002/03	2003/04	2004/05	2005/06
Single Site	231	231	231	231
Area Action	600	600	600	600
Route Action	300	300	300	300
Speed & red light cameras	100	100	100	100
Anti skid surfacing	50	50	50	50
<b>Sub total LSS</b>	<b>1281</b>	<b>1281</b>	<b>1281</b>	<b>1281</b>
<b>Add 20% LSS</b>	<b>256</b>	<b>256</b>	<b>256</b>	<b>256</b>
<b>Total LSS</b>	<b>1537</b>	<b>1537</b>	<b>1537</b>	<b>1537</b>

**A3.47** In the event of a Spending Review providing an additional 20% for local safety schemes, Manchester would spend it to reduce child KSI accidents, through the acceleration of its emerging area/route based strategy.

## Maintenance and bridges

### Bridges

**A3.48** Manchester is working within the AGMA framework on the development of overall priorities for bridge strengthening. The City's priorities, which accord with those of the LTP, are to strengthen bridges along strategically important routes. These include: the Primary Route Network; roads serving the commercial needs of centres, especially the Regional Centre; Quality Bus Corridors and other bus routes; and roads accessing regeneration and industrial areas lying off main routes.

**A3.49** The Council will have carried out an assessment of all bridges by March 31, 2001 and has drawn up a five-year investment programme to complete the strengthening of all strategic bridges in Manchester based on the current understanding of both condition and likely private sector contributions.

**A3.50** Where bridges are found to be sub-standard, but do not require bringing up to the 44 tonne European standard, weight restrictions and complementary works will be carried out to limit their use.

### Principal Road structural maintenance

**A3.51** The principal road strengthening programme for 2001/2 has been developed in the light of Government guidance and taking account of Best Value, environmental, social and economic issues. The network of principal roads (all A Class roads) also includes the majority of Quality Bus Corridors in Manchester. Works are prioritised within this framework, informed by the use of the United Kingdom Pavement Management System (UKPMS) and other objective, technical assessments.

**A3.52** The results, using a national standard of coarse visual inspection (within the UKPMS) show that the proportion of the national Primary Route Network (PRN) with a structural condition Index equal to or less than 70 is 3.88%. Some 85% of the PRN was recently surveyed using a number of surface deflection and road condition tests including a Falling Weight Deflectometer, with results fed into the computer software system most appropriate for many of Manchester's roads (the Dynatest Pavement Management System), which pre-date modern design specifications.

# Manchester City Council

**Table A3.5: Maintenance and bridge strengthening 2002/03 to 2005/06 (£000s)**

Treatment	2001/02	2002/03	2003/04	2004/05	2005/06
Bridge strengthening	2000	2000	2000	2000	2000
Carriageway strengthen	2890	2890	2890	2890	2890
<b>Total strengthening</b>	<b>4890</b>	<b>4890</b>	<b>4890</b>	<b>4890</b>	<b>4890</b>

**A3.53** Inadequate revenue funding over several years means that the remaining road network is continuing to deteriorate. The recent National Road Maintenance Condition Survey (NRMCS) report indicates that the condition of Manchester's roads is generally worse than the national average. Testing in the coming year will update understanding of the condition of the PRN to determine future strengthening programmes.

**A3.54** The programme proposed for principal road strengthening over the next five years, is £14.45m. This will bring treated roads to an acceptable standard, with schemes being developed in such a way that they add value to the community.

## Revenue

**A3.55** Revenue maintenance funding is currently geared towards repair, to improve pedestrian and driver safety in areas of high use, remedying unsafe areas first and then concentrating on preserving the asset value of the network. Other Highway related revenue expenditure includes street lighting maintenance and energy charges, the school crossing patrol service, driver and cyclist training, road safety training, education and publicity, day to day traffic regulation and problem assessment and analysis.

**Table A3.6: Revenue expenditure 2000/01**

Activity	£000's
Structural maintenance	3576
Street lighting maintenance	2266
Street lighting energy	1283
Routine maintenance	3770
Winter Maintenance	379
Highway network management	606
Accident/trip compensation payments	3022
Highway infrastructure imps (including bridge maintenance)	221
Road safety	205
School crossing patrol	874
GM Core services - GMTU/UTC/Abnormal loads	1067
<b>TOTAL</b>	<b>17269</b>