

Annex 8

Tameside Metropolitan Borough Council



Linkages to Tameside's Unitary Development Plan

A8.1 The adopted UDP is consistent with the LTP in its approach to development. The themes of the plan concern themselves with regenerating the local economy, revitalising town centres and regenerating older urban areas. The Council considers it important to contain urban areas, protect open land, and concentrate retail and commercial development in town centres.

A8.2 Within the urban area, the plan identifies strategic employment sites at Ashton Moss and Waterside Park and a range of housing sites. These will be accessible by different transportation modes. Most developments will take place on previously developed land.

A8.3 At the moment the Council is reviewing the plan. An issues report was published in July 2000 and it is intended to place a reviewed version of the plan on deposit in early 2001. While it is too early to predict content it is expected that transport policies will continue to support the enhancement of public transport, upgrading local rail facilities and extending Metrolink to Ashton.

A8.4 Sequential tests are applied to proposed developments in line with planning policy guidance and reduced levels of car parking provision are accepted for town centre developments and areas with good public transport accessibility. Parking standards are to be reviewed in the light of guidance in draft PPG13 and RPG.

Tameside's role as Highway and Planning Authority

A8.5 Completion of the M60 is forecast for August 2000. This will create opportunities for implementing measures such as the A671/A627 Quality Bus Corridor on relieved routes.

A8.6 Public car parks in town centres are controlled by a zonal pay and display system. The adjustment of charges allows demand to be controlled. The proportion of long stay / commuter parking in town centres has been steadily reduced and consequently many inner residential areas suffer from overspill parking. The Council has approved a resident's parking policy to address this issue.

A8.7 Larger developments, such as the Waterside Park proposal, have been subject to detailed formal consideration of public transport accessibility, travel plans, non-motorised access and developer's contributions to transportation needs. Increasingly, developers have been required to show that developments are sustainable in transport terms.

A8.8 The Tameside Community Plan, developed in co-operation with a large group of residents and key public, private and voluntary organisations, identifies transport as a priority and the LTP as a principal means of delivery. There are eight District Assemblies, which now control significant devolved budgets. As introduced in the provisional LTP, Local Blueprints for towns and villages, incorporating transportation strategies, are being developed through District Assemblies. The nine towns of Tameside are established employment centres and nodal points on the public transport network. Focusing regeneration on these towns will reduce the need for travel.

Regeneration initiatives

A8.9 Tameside has a substantial inheritance of pre-1914 infrastructure and development which combines with social and economic factors to make regeneration a high priority. SRB funding for the Tame Valley industrial corridor has helped to provide transportation improvements in Stalybridge (local area package). SRB initiatives are current in the Eastlink area (shared with the City of Manchester) at Hattersley and a number of other communities in need. A bid for SRB6 is in preparation for developing skills, businesses and employment on brownfield sites. There are renewal areas at Hyde and Ashton with ERDF and ESF support.

Objectives and implementation programme

A8.10 To promote integrated public transport and high quality alternatives to the car

By implementing the policies in the approved strategies "Buses in Tameside" and "Railways in Tameside" eg kerb raising at bus stops and improved pedestrian routes to stations.

A8.11 To encourage walking for short trips and for trips to centres from surrounding residential areas

By implementing the policies in the approved strategy "Walking in Tameside"; by appropriate management of traffic and parking; by a co-ordinated programme of providing and upgrading signal controlled pedestrian facilities at traffic signals eg Best Value indicators are being developed County-wide for this area of provision; by environmental improvements and appropriate maintenance

A8.12 To improve town centres

By implementing transportation strategies particularly as part of wider regeneration strategies; by maintaining and improving accessibility especially for non car modes eg The Ashton Northern by-pass (Stage1) is under construction, funded by the private sector. This route will provide access to a strategic employment site. The line of the by-pass will be shared with Metrolink to Ashton, and incorporate cycle facilities.

A8.13 To improve road and personal safety

By road safety engineering and education, including safer routes to schools initiatives; by appropriate priorities and best practice in the maintenance of highways and highway structures; by personal safety initiatives: eg Tameside has Beacon Council status for community safety and the Crime and Disorder Strategy links to the LTP through street lighting improvements of £1 million in 1999/00 and 2000/01, targeted by crime statistics; through town centre CCTV and through warden schemes.

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Table A8.1: The Glossop Spur – forecast spend profile (£000s)

2001/02	2002/03	2003/04	2004/05	2005/06	Total
0	0	0	2973	4207	7180

Implementation programme 2001/2 to 2005/6

Major schemes

A57(T) /A628(T) Mottram to Tintwistle Bypass Local Road Element – The Glossop Spur

A8.14 The Glossop Spur local authority highway scheme would extend the Highways Agency's A57(T) / A628(T) Mottram to Tintwistle By-Pass and complete the environmental protection it provides by removing traffic from A57 Woolley Lane through Hollingworth. It will provide improvements to the street scene in the centre of Hollingworth together with safe and convenient pedestrian and cycle measures. Reduced bus journey times and improved bus service reliability on relieved routes will complement the Greater Manchester Integration Project's A57 and A635 Quality Bus Corridor initiatives. Preparation of the scheme will be undertaken in parallel with the trunk road proposal. Order publication is planned for late 2001, with a joint public inquiry likely in 2002. Funds for preparation of the scheme have been identified from the Council's resources.

Minor works

A8.15 The minor works bid has been reduced from the provisional LTP and further resources are sought local strategies including resources from the comprehensive spending review.

Over £0.6 million for traffic calming, lighting, and regeneration areas works have been made available from the Council's own resources between 1996/07 and 2000/01 and this is reflected in form LTPF3.

Quality Bus Corridors

A8.16 Four of the proposed QBCs go through Tameside:

- **A671 / A627 Rochdale – Oldham – Ashton-under-Lyne – Hyde (public consultation took place in March 2000)**
- **A635 / A6017 / B6390 Stalybridge – Ashton-under-Lyne – Manchester**
- **A57 Hyde – Denton – Manchester**
- **B6104 / A560 / A627 Stockport – Hyde**

Table A8.2: Minor works programme (£000s)

Scheme or programme area	2001/02	2002/03	2003/04	2004/05	2005/06	Anticipated other funding?
PRN Signing	35	35				
LTP preparation	5	5	5	10	10	
Stalybridge area package	33	23				
Denton Blueprint transportation strategy	40	50				Y
Blueprints / town centre works	18	28	136	136	136	Y
Programme of pedestrian facilities at signal junctions	70	70	70	70	70	
Assheton Way sustainable town centre access project	40					Y
Economic/community regeneration measures	75	75	75	75	75	
Safer routes to school measures (school travel plans)	50	50	50	50	50	
Other pedestrian measures including street lighting	50	50	50	50	50	
Measures to aid public transport	35	45	45	40	40	Y
Cycle and TWPV measures	10	20	20	20	20	
Travel plan measures	5	15	15	15	15	
Pedestrian and safety measures in residential areas incl traffic calming	50	50	50	50	50	
Disabled travel and access improvements	20	20	20	20	20	
Sub-total	536	536	536	536	536	
Further minor works	108	108	108	108	108	
Total	644	644	644	644	644	

Road safety and Local Safety Schemes

A8.17 The Council's Road Safety Unit provides a school crossing patrol service covering 98 points. The Unit promotes road safety through Education, Training and Publicity covering all ages and classes of road user including the Greater Manchester Driver Improvement Scheme. The Unit supports all major national and local publicity initiatives.

A8.18 Safer routes to schools initiatives are being developed through two pilot projects with a capital budget of £50,000 for 2000/1 to be augmented with Local Safety funds where appropriate. This work links closely into the Greater Manchester School Travel Strategy.

A8.19 The Council's Local Safety Scheme programme includes a mixture of scheme types and is in accordance with the Greater Manchester targets for casualty reduction. As part of the Best Value regime the Council intends to improve its consultation process with respect to highway safety schemes. By its nature, this programme addresses danger to vulnerable road users. In many cases this also leads to provision of improved infrastructure for non motorised movement, thus making a contribution to wider objectives.

A8.20 Residents will be encouraged to identify their concerns over safety issues in their area and these will be addressed where possible. For example, in response to concerns and the Government's initiatives to reduce traffic speeds the Council has dedicated resources to implement speed management measures and is currently in the process of introducing a programme of 20 mph zones.

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Table A8.3: Local Safety Schemes 2001/02

Scheme type	Location	District Assembly	Number of casualties				Number of child casualties				Est number of casualties saved per year	Cost £000s
			F	Se	Sl	T	F	Se	Sl	T		
Single site	Old Street / Old Cross Street area Junction alterations and improved pedestrian facility	Ashton-u-Lyne	0	0	7	7	0	0	2	2	1	35
	A627 Oldham Road / Store Street Junction alterations and improved pedestrian facility	Ashton-u-Lyne	0	0	8	8	0	0	3	3	1	25
	A57 Mottram Road / Union Street Junction alterations and improved pedestrian facility	Hyde	0	1	7	8	0	0	3	3	1	40
	A627 Oldham Road / Stamford Street Junction alterations and improved pedestrian facility	Ashton-u-Lyne	0	0	10	10	0	0	0	0	1	35
	Gorse Hall Road / Fir Tree Lane Junction alterations	Stalybridge	0	1	5	6	0	0	1	1	1	30
	Wellington Road / Camp Street Junction alterations	Ashton-u-Lyne	0	1	6	7	0	1	3	4	1	30
	Mossley Road / Cricket's Lane / Beaufort Road Junction alterations and improved pedestrian facility	Ashton-u-Lyne	0	5	30	35	0	2	3	5	5	33
	Telephone Exchange Roundabout Junction alterations and improved pedestrian facility	Ashton-u-Lyne	1	2	47	50	0	0	6	6	5	50
	Birch Lane / Cheetham Hill Road Junction alterations and improved pedestrian facility	Dukinfield / Hyde	0	2	9	11	0	0	1	1	2	35
Route action	A 627 King Street route study Junction alterations and improved pedestrian facility	Dukinfield	0	1	24	25	0	1	8	9	4	40
	A627 Market Street route study Junction alterations and improved pedestrian facility	Hyde	0	1	26	27	0	0	7	7	5	40
Area action	Safer route to school pilot scheme Augment funds for pilot scheme	Stalybridge	0	0	8	8	0	0	4	4	1	10
Mass action	Area cycle study Preliminary study	Boroughwide	-	-	-	-	-	-	-	-	-	20
	Speed enforcement programme Mobile monitoring equipment & portable camera	Boroughwide	-	-	-	-	-	-	-	-	-	20
	Anti-skid surfacing programme Approx 6 sites	Boroughwide	-	-	Ave 6	Ave 6	-	-	-	-	Ave 1 (6)	57
Sub-total			1	14	223	238	0	4	41	45	34	500
Further Local Safety Schemes												100
Total												600

*Note that in addition to this figure, an additional 20% bid is shown on form LTPF3 in anticipation of the Comprehensive Spending Review

Table A8.4: Local Safety Scheme Programme 2002/03 to 2005/06 (£000s)

Type	Measures	2002/03	2003/04	2004/05	2005/06
Junction improvements (single site)	Junction improvements, pedestrian crossing facilities, cycle facilities, signal control equipment, street lighting, TROs	175	220	180	275
Route action	Cycle facilities, signing and lining schemes, street lighting, speed limit reviews	150	155	115	45
Area action	Signing and lining schemes, chicanes, mini-roundabouts, street closures	100	50	130	65
Area action – LSS contribution to safer routes to school programme	Accident reduction measures within school catchment areas. This will augment the Safer routes to school programme	15	-	15	15
Mass action – speed reduction strategy and cycling	Speed enforcement and monitoring equipment, cameras	35	45	40	50
Mass action – anti-skid surfacing	Programme of anti-skid surfacing sites	25	30	20	50
Sub-total		500	500	500	500
Further local Safety Schemes		100	100	100	100
Total		600	600	600	600

*Note that in addition to this figure, an additional 20% bid is shown on form LTPF3 in anticipation of the Comprehensive Spending Review

Maintenance of principal roads and highway structures

A8.21 The bid is split between these two areas of work on the basis of assessed need and priorities, consistent with the split of outturn expenditure in LTPF3.

Principal road structural maintenance

A8.22 100% of the principal network has been both machine and visually surveyed. Analysis of deflection data indicates that 8% of the principal network has zero residual life. Pending full development of UKPMS Tranche 3, the Dynatest PMS has been used to identify locations requiring works and to suggest the appropriate treatment. The bid is based on the County-wide objective priority assessment matrix and Best Value and includes the proposed quality bus corridors. The works will be mainly inlay of 40mm to 80mm with schemes from £14,000 to £100,000.

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Table A8.5: Principal road structural maintenance bid (£000s)

Scheme or programme area	2001/02	2002/03	2003/04	2004/05	2005/06
A57 scheme block	49	137	121	114	112
A560 scheme block	0	100	145	0	93
A627 scheme block	170	186	158	183	187
A635 scheme block	206	118	224	314	90
A662 scheme block	164	0	30	77	83
A670 scheme block	80	88	21	34	73
A6017 scheme block	60	114	67	44	64
A6018 scheme block	38	23	0	0	66
Surveys/UKPMS	33	34	34	34	32
Total	800	800	800	800	800

Bridges and structures

A8.23 All Tameside owned bridges have now been assessed. The Railtrack bridges assessment and strengthening programme depends on continuing close co-operation between the Council and Railtrack in respect of technical approvals, booking of track possessions etc. Weight restriction orders have been introduced on six bridges, three of which are on principal roads. Diversions have an adverse impact on the environment and the structure of alternative routes. Two bridges on the A635/A6018 in Stalybridge are of particular concern, with signed diversions of up to 4.5 miles. The bid reflects the agreed County-wide priority assessment and is subject to Railtrack programmes.

Further information on the position of the assessment programme and the condition of principal roads and structures may be found in the supporting document on capital maintenance.

Further resources for maintenance

A8.24 Any additional funding for maintenance resulting from the CSR, above that currently provided, would enable acceleration of the strengthening programme for bridges on strategic routes. Structures where weight restrictions have been required would be targeted in particular. Also, 21 Railtrack and five Rail Property Board bridges have yet to be assessed for 40 tonne capacity. It is likely that some of these structures will require strengthening. Additional funds would allow priority structures to be included toward the end of the five-year programme.

Table A8.6: Strengthening and structural maintenance programme for bridges and structures (£000s)

Owner	Scheme or programme area	2001/02	2002/03	2003/04	2004/05	2005/06
RT	Assessments Bridges Guard 3	140	87			
RT	A635 Stamford Street Bridge Stalybridge	150				
TMBC	Edge Lane Bridge Droylsden	200				
TMBC	A635 Roaches River Bridge Mossley	120				
TMBC	A670 Stamford Street Retaining Wall	50				
TMBC	Park Road Retaining Wall Dukinfield	200				
BRPB	A627 Oldham Road Bridge, Ashton	200				
TMBC	A57 Manchester Road Canal Bridge Hyde	280				
RT	A627 King Street Bridge Dukinfield		272			
RT	Currier Lane Bridge Ashton		327			
RT	Henrietta Street Bridge, Ashton		545			
TMBC	Stamford Road Bridge Audenshaw		109			
RT	Cowhill Lane Bridge Ashton			383		
TMBC	A670 Mossley Road Retaining Wall			382		
TMBC	A57 Denton Station Bridge			128		
TMBC	A627 Cavendish Street Bridge Ashton			447		
BW	A 6017 Guide Bridge				255	
TMBC	Whitelands Canal Bridge Ashton				319	
TMBC	A 560 Hattersley Viaduct				638	
TMBC	Retaining Walls				128	
TMBC	Egmont Street Bridge Mossley					350
TMBC	Retaining Walls					233
BW	Fairfield Road Bridge					291
TMBC	A662 Manchester Road Bridge Droylsden					116
TMBC	A 635 Park Parade parapets Ashton					175
TMBC	Shepley Bridge Audenshaw					175

RT = Railtrack

BW = British Waterways

TMBC = Tameside MBC

BRPB = British Rail Property Board

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Revenue expenditures

A8.25 A UKPMS compatible survey of non-principal roads in Tameside (1998) indicated that over 80% of these roads had a residual life of five years or less. This implies a maintenance requirement of £9 million per year of revenue funding for the foreseeable future. Maintenance, particularly of footways is an important contribution to LTP objectives, funded largely from revenue as are winter maintenance and lighting. These programmes must acknowledge the need to maintain essential infrastructure in a cost-effective way as well

as reflecting LTP priorities. Best Value Performance Indicators (BVPI98) for 1999/00 show 5% of street lights not working as planned and 80% of repairs to dangerously damaged pavements carried out within 24 hours.

A8.26 In addition to maintenance, the revenue budget supports traffic management and signalling, school crossing patrols and road safety. A summary of current revenue budgets is set out below.

Table A8.7: Revenue budget 2000/01

	£000s
Cyclic and reactive maintenance (includes allowance for amenity sweeping)	1837
Structural maintenance	973
Street lighting maintenance	893
Street lighting energy	444
Winter maintenance	472
Bridges / structures maintenance	96
Traffic management and safety	82
Urban traffic control	237
Greater Manchester Transportation Unit	56
Road safety education/other	99
School crossing patrol service	378
Car park safety improvements	20
Insurance	809
Total	6396