Investing in excellence: the Greater Manchester Local Transport Plan 2001/02 – 2005/06

Local Transport Plans (LTPs) are a key part of Government and local Councils' commitment to integrated transport policy. They have a dual role – linking transport policies and a programme of projects to overall objectives for economic regeneration, the environment and enhanced quality of life, while at the same time making a case to Government for the funds to support these initiatives.

This document summarises the full, five-year LTP produced by the ten Greater Manchester district councils and the Passenger Transport Authority in July 2000. It builds on the strategy set out first in our Provisional LTP published in July 1999 – which received widespread support from the local community and Government – and has been further shaped through consultation and partnerships.

We believe our chosen theme – Investing in excellence – sums up the benefits to be gained if the Plan is fully implemented over the next five years. We believe that Government financial support for our proposals will result in better quality public transport, a reduction in the adverse effects of traffic and improved quality of life for Greater Manchester residents, while business will find the County a better place to invest and work in, with far more efficient access for people and goods.

There are four key aspects to the Greater Manchester LTP for 2001/02 to 2005/06. The Plan:

- ***sets out our overall vision and objectives for transport – and the strategy to achieve them***
- ***describes our five-year programme of seven major projects and complementary schemes***
- ***outlines 'performance indicators' and targets against which our Plan will be monitored***
- ***describes how the strategy will be delivered at the local level by the ten district councils, the Greater Manchester Passenger Transport Authority (GMPTA) and our other partners***

The first three of these aspects are dealt with in turn in the following sections. Your local Council can provide you with further details of local schemes – you will find full contact details on pages 13 and 14.

Our vision and the key elements of our strategy

Our central vision is "to establish Greater Manchester as a creative and distinctive European Regional capital". It has been developed by the eleven local authorities in partnership with many other private and public sector bodies. The LTP's transport strategy and programme fully support this vision, fitting in with the Government's five key objectives of environment, safety, economy, accessibility and integration, and working to use transport to help create a more inclusive society.

Transport sets us a complex set of problems to solve, and we know that the complete renaissance of Greater Manchester will not be achieved in just five years. But our vision embodies the central goal on which we have fixed our aim, and towards which the elements of our strategy will take us.

Investing in excellence

Partnership, participation and consultation

We have established partnerships to ensure co-ordination with those responsible for other policies that affect transport – such as health, education, crime and disorder, the environment and business. Consultation over the Provisional LTP showed that our strategy commands wide support from the community at large; whilst modifications have since been made to address particular concerns – for example, to deal better with the specific transport needs of women. We will continue to ensure people are involved in monitoring the strategy and implementing the individual schemes through both County-wide consultation events – which will be advertised in the press and on our website – and through local meetings, including quarterly public Local Transport Groups in every district.

Our priorities reflect what people have told us they wish to see happen to improve local transport, and we have developed a strategy to slow the rate of traffic growth and reduce its impact on local areas – in terms of danger to other road users, air quality, noise and so on.

This relies on getting more people and goods around by other means, and the steps we will take to encourage this are:

- ***improving public transport – to widen travel choice and bring about a shift from car use***
- ***encouraging more use of public transport, cycling and walking – by changing peoples' attitudes to travel and developing Travel Plans for schools and workplaces***
- ***reversing decentralisation – by making town centres more attractive and using planning policies to ensure new development takes place at locations accessible by public transport***
- ***promoting additional demand management measures – complementing improvements in public transport by reducing the potential for car trips that could be made by other means***
- ***improving safety, security and accessibility – with measures to reduce road casualties and give more priority and confidence to public transport passengers, pedestrians and cyclists***
- ***providing for more sustainable movement and links for freight – in line with our plans to reduce the impact of traffic but without damaging the economy of Greater Manchester***
- ***making the best use of our road and rail networks – aiming to ensure they are maintained well enough to do the job they were intended for, and improving roads where necessary***
- ***"getting the small things right" – focusing on local measures that affect everyday travel***

Improving public transport

We will do this by: developing the network to bring high quality services within reach of more people, while also improving the quality of existing services to create a more integrated network.

Metrolink will expand significantly under a "single contract" funding agreement for extensions to Oldham and Rochdale, Manchester Airport and Ashton-under-Lyne. The project is expected to create 5,000 jobs and the complete network to take five million car journeys a year off the roads. Extensions to Trafford Park and the Lowry in Salford may also be included given private funding, while further powers are being sought to take the planned East Didsbury extension into Stockport.

Rail will be encouraged to deliver improved standards through station and service enhancements. As train operating franchises are replaced, we will work with the industry to increase frequencies and reliability on local services, reduce overcrowding and improve connections between centres. Some station improvements will be sought everywhere, with more wide ranging improvements at 'flagship' stations. We have identified twenty sites for new stations, including three park and ride locations, for early development with rail industry partners. Similar improvements are planned for the Metrolink network, although new stations and park and ride sites will depend on our scheme to increase the capacity of the Bury – Altrincham line, which is currently overcrowded at peak times.

Quality Bus Corridors are the third part of our strategic public transport investment programme. Good progress is being made on the three initial corridors, with the Bolton section of the Leigh-Bolton route opening in July 2000. A further five are going through design and consultation stages and ten additional corridors – including services to Manchester Airport – are the subject of a major scheme bid for 2003/04. All will feature comprehensive whole-route treatments including priority for buses, cyclists and pedestrians, improved waiting environments and better information. The physical measures will be complemented by high quality services, including new vehicles where appropriate, and will help to enhance the viability of the communities and local centres they serve.

Alongside such schemes, the **Integration Project** will bring improvements to existing public transport services, drawing them into a comprehensive, integrated network. A Quality Partnership with local transport operators will address the need for better passenger information, improving the waiting environment, tickets, connections and interchanges, and better service reliability and frequencies.

Improvements like a telephone information service, internet journey planner, better information displays at bus stops, multi-modal and inter-operator tickets and 'smartcards' for concessionary fare-paying passengers will shortly be introduced, while facilities at stops and stations are being re-designed to give a higher priority to passengers' needs and to meet concerns over personal safety and security.

Where public transport cannot meet the travel needs of certain groups, we will continue to develop alternatives – like 'Ring and Ride' services and better integration with other community transport providers. Shared taxi services, taxi Travel Vouchers and better access between taxis and other modes will also be developed – in partnership with operators – as our taxi and private hire vehicle strategy develops.

Investing in excellence

Changing attitudes to travel

Many people fail to consider cycling or walking as travel options, even on the shorter journeys for which they are ideally suited, so attitudes need to change. Removing the barriers to cycling and walking will be tackled where appropriate as part of other transport schemes – just as Quality Bus Corridors incorporate measures for both pedestrians and cyclists. Councils are also committed to promoting cycling in line with the National Cycling Strategy, and a Greater Manchester Strategy is being developed in consultation with user groups. Similarly, a Countywide Walking Strategy will also shortly be finalised, providing a framework for policies to encourage walking in every district.

We have adopted a "Hearts and Minds" approach to co-ordinate activities which encourage people to use their cars less. This includes working with major employers and schools to produce Travel Plans for their sites. We have published Good Practice Guides, and our travel co-ordinators offer support and advice on plan development, develop car-share databases and run promotional events.

Reversing the trend to decentralisation

Our LTP strategy is firmly rooted in the agreed principles of sustainable land use planning policy. We have adopted a dual approach to reversing the decentralisation of economic and leisure activity that has done so much to promote ever-increasing dependence on private car travel, by:

- ***aiming to make town centres more attractive to live, work, visit and do business in – by reducing air pollution, noise and through-traffic, improving pedestrian and cycling facilities and improving the quality of the public transport networks that serve them***
- ***combining this with land use policies that restrict out-of-town developments and focus on existing centres and locations well-served by public transport. This will ensure that more people have access to any new jobs and facilities by a choice of transport mode***

Through a joint commitment to sustainable development, co-operation between local planning authorities in the County and the North West region will help to achieve economic growth without causing environmental harm – with the transport policies adopted in Greater Manchester's and others' LTPs playing a key role.

Promoting demand management

While the car has a valuable role to play in meeting travel demands in Greater Manchester, ever-increasing car use also brings environmental problems that affect our quality of life. Measures are therefore needed to discourage the use of cars for certain journeys – those proposed in our strategy include:

- ***reallocating road capacity to give greater priority to public transport, cycling and walking – using pedestrianisation, pedestrian crossings, dedicated cycle lanes, street-running for Metrolink, bus lanes, and priority for buses, cyclists and pedestrians at traffic lights***
- ***parking policies to manage demand for car-borne commuter journeys into local centres. Public car parking for long stay users is being progressively reduced, and charges adjusted in favour of short stay, off-peak parking to support commercial activities. New park-and-ride sites for rail and Metrolink passengers – and potentially buses too — are being examined, especially near motorway exits. Decriminalised parking enforcement will be extended throughout Greater Manchester to help control illegal on-street parking***

Greater Manchester authorities are working with the Government to explore how road user and workplace parking charges might help deliver our transport strategy, using the new powers introduced by the 2000 Transport Act. We believe strongly that new high quality alternatives like Metrolink and Quality Bus Corridors are needed before any such charges are introduced. We will consult businesses and the wider community to ensure that any charges fit in with our objectives for the local economy and social inclusion, and with planning policies across the North West region.

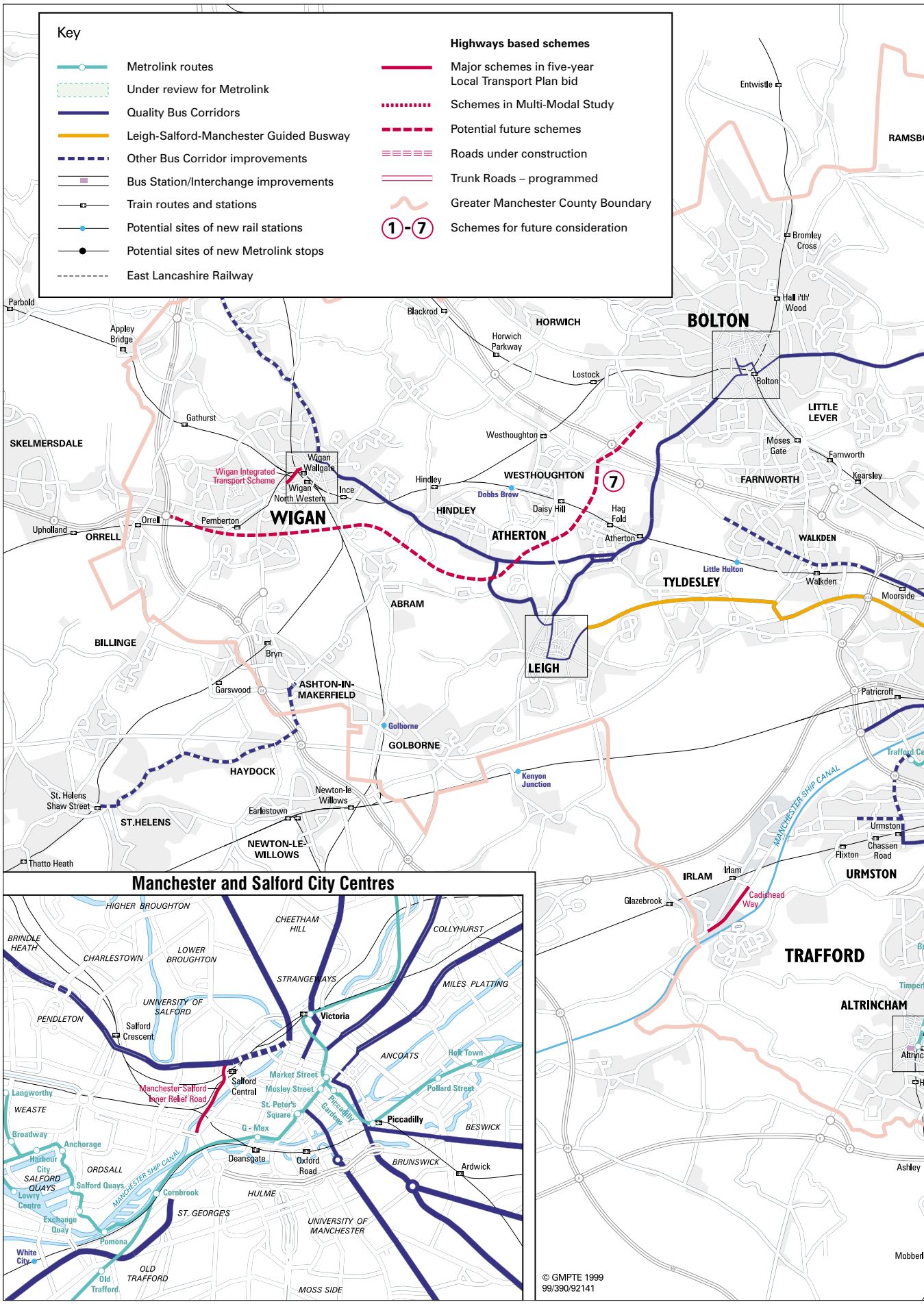
Improving safety and security

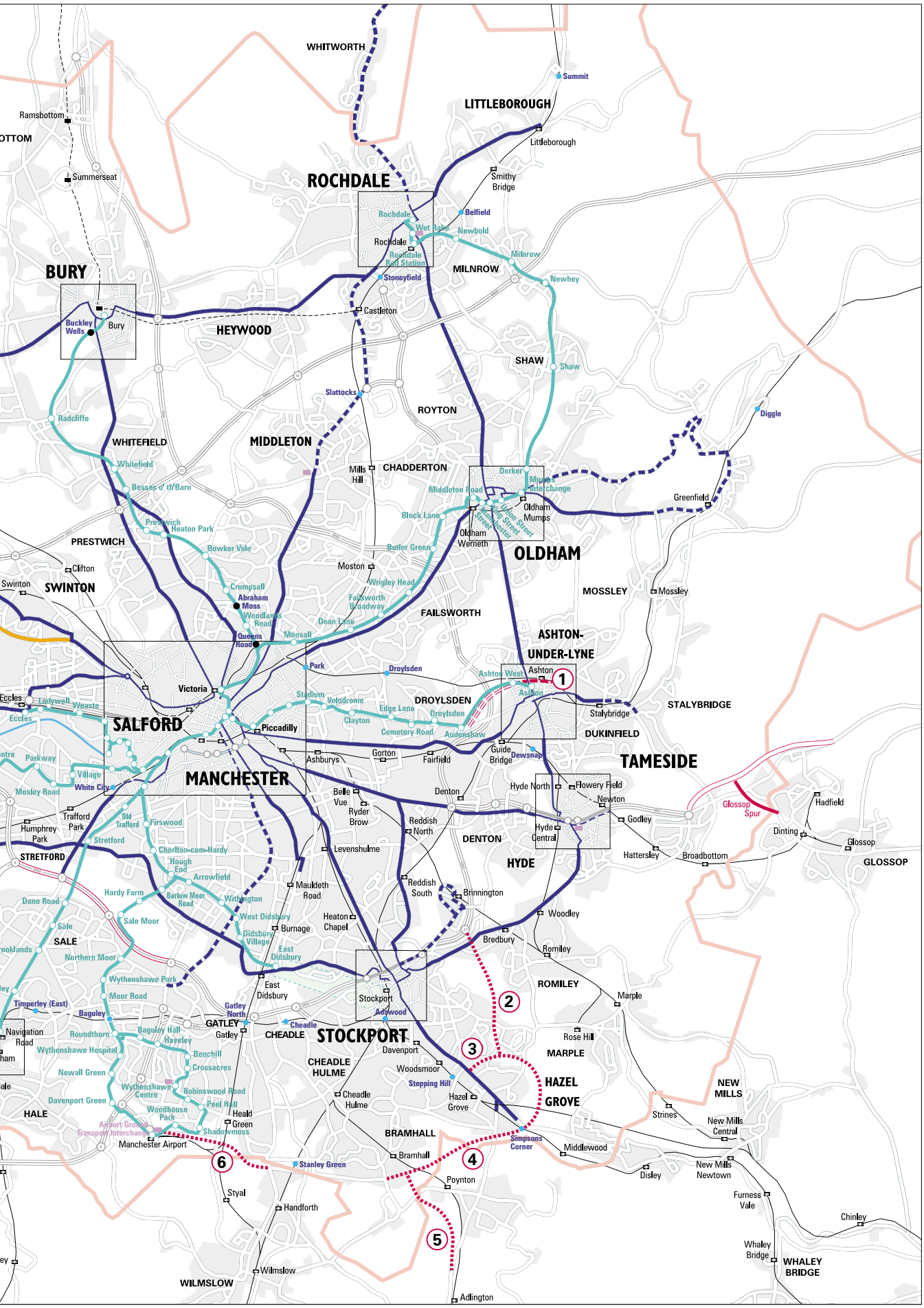
Better safety and security are vital to our strategy. For example, better street lighting and a safer pedestrian environment will encourage people to make whole journeys on foot as well as making them feel safer walking to public transport stops. Passenger security on public transport will be addressed by on-bus cameras, improved design of bus and rail stations, CCTV, better lighting and 'help-points'.

Road safety is of paramount importance, and we aim to cut the number of road users – especially children – killed or seriously injured by half before the year 2010. This will be achieved by safer road layouts, more pedestrian crossings and traffic lights at junctions, parking controls, 20mph limits and 'Home Zones' near schools and residential areas, plus education, training and publicity.

The impact of pollution on health is also a safety issue. We are assessing air quality in Greater Manchester in 2000/01. The need to reduce emissions from road traffic is likely to feature in the resulting air quality management plans required by law. Encouraging more use of public transport, cycling and walking will contribute to better air, while our Quality Partnership will encourage bus operators to introduce vehicles with cleaner engines, initially on identified Quality Bus Corridors.

Greater Manchester future transport network (including schemes under review)




WHITWORTH
Summit
LITTLEBOROUGH
Littleborough
Ramsbottom
Summerseat
Smithy Bridge
ROCHDALE
Rochdale
Wet Rake
Belfield
Newbold
Rochdale Red Station
Milnrow
MILNROW
Newhey
BURY
Buckley Wells
Bury
Stoneyfield
Castleton
HEYWOOD
SHAW
Shaw
Slattocks
ROYTON
Diggle
Radcliffe
WHITEFIELD
MIDDLETON
Whitefield
Besses o' th' Barn
Mills Hill
CHADDERTON
Derker
Middleton Road
Mumps Interchange
Oldham Mumps
Greenfield
Block Lane
Oldham Werneth
Prestwich
Heaton Park
PRESTWICH
Bowker Vale
Butler Green
OLDHAM
Clifton
Swinton
SWINTON
Moston
Crumpsall
Abraham Moss
Wrigley Head
Failsworth Broadway
MOSSLEY
Mossley
Woodlands Road
Dean Lane
FAILSWORTH
Queens Road
Monsall
ASHTON-UNDER-LYNE
Park
Droylsden
Ashton West
Ashton
Victoria
Eccles
Ladywell
Weaste
Stadium
Velodrome
DROYLSDEN
Edge Lane
Droylsden
Clayton
Cemetery Road
Audenshaw
STALYBRIDGE
Stalybridge
SALFORD
Piccadilly
DUKINFIELD
Parkway
Ashburys
Gorton
Fairfield
Guide Bridge
Dewsnap
TAMESIDE
Village
White City
Mosley Road
MANCHESTER
Belle Vue
Ryder Brow
Denton
Hyde North
Flowery Field
Newton
Glossop Spur
Hadfield
Trafford Park
Humphrey Park
Old Trafford
Firswood
Stretford
Reddish North
Hyde Central
Godley
Dinting
Glossop
STRETFORD
Chorlton-cum-Hardy
Levenshulme
DENTON
Hattersley
Broadbottom
HYDE
GLOSSOP
Hough End
Arrowfield
Hardy Farm
Barlow Moor Road
Withington
Mauldeth Road
Reddish South
Brinnington
Dane Road
West Didsbury
Burnage
Heaton Chapel
Woodley
Sale Moor
Sale
Didsbury Village
Bredbury
Romiley
SALE
Northern Moor
East Didsbury
Wythenshawe Park
ROMILEY
Moor Road
East Didsbury
Marple
Timperley (East)
Baguley
Gatley North
Stockport
Adswood
Navigation Road
Roundthorn
Baguley Hall
Haveley
GATLEY
Gatley
Cheadle
CHEADLE
STOCKPORT
Rose Hill
Wythenshawe Hospital
Davenport
MARPLE
Benchill
Crossacres
CHEADLE HULME
Woodsmoor
Newall Green
Wythenshawe Centre
Robinswood Road
Stepping Hill
HAZEL GROVE
NEW MILLS
Davenport Green
Peel Hall
Cheadle Hulme
Hazel Grove
HALE
Woodhouse Park
Airport Ground Transport Interchange
Heald Green
Shadowmoss
Strines
New Mills Central
BRAMHALL
Simpsons Corner
Middlewood
Manchester Airport
Bramhall
Stanley Green
Disley
New Mills Newtown
Poynton
Styal
Handforth
Furness Vale
Chinley
Whaley Bridge
WHALEY BRIDGE
WILMSLOW
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Delivering the goods – making freight transport more sustainable

There is potential for the major rail links into and out of the region to carry far more freight, while pipeline, coastal shipping and the canal network should also play a larger role. But although the Greater Manchester authorities are committed to moving more freight onto rail and waterways, we recognise that the bulk of goods traffic in the County will remain on the roads.

Managing road freight for the benefit of the economy and the environment is a major challenge. We have begun to face this challenge by collecting the best information available into a Greater Manchester Freight Study – soon to be integrated into a regional study – and setting up partnerships with local companies that either carry road freight for themselves and others or who employ hauliers.

Establishing local 'Freight Quality Partnerships' with these user groups and operators could also encourage the use of less-polluting lorries.

Locally, Councils are committed to keeping heavy goods vehicles on main roads built to take them through improved route signage and traffic calming in adjacent residential areas. Planning policies should ensure that developments that generate heavy lorry traffic are located on or close to appropriate routes. Greater Manchester authorities also plan to investigate efficient shopping arrangements that could reduce the numbers of vans delivering in residential areas, through increasing the use of both 'electronic commerce' and shared distribution.

Making the best use of what we have

To make the best use of what we have, we will ensure that roads, footpaths, bridges and structures and public transport infrastructure are as well maintained as possible. Where circumstances permit we will improve it as well – but we will only build new roads where there are clear benefits. For example, we will improve the highway network where better access is needed – perhaps to open up a redevelopment area, or where alternative schemes would not deliver relief from through-traffic. This may apply especially in already-congested centres, where the construction of bypasses may be appropriate.

We will also use modern technology to maximise the efficiency of our road network – we plan to install the latest urban traffic management control systems and make use of telematics to manage road capacity, as well as improving direction signs to keep traffic on the most suitable routes – and we will encourage development of public transport networks to better exploit underused capacity.

Getting the small things right

Our strategy requires the combination of a large number of small scale changes which influence the way people choose to travel. For example, the level of street lighting, quality of footway and cycle path surfaces, provision of dropped kerbs and safer crossing places are important factors in deciding whether to walk or cycle. And, since public transport users often start their journey with a walk to the station or stop, and motorists generally become pedestrians on leaving the car park, these factors affect everyone. We need to give detailed consideration to the design aspects of each part of a potential journey, and ensure the travelling and waiting environment is well-maintained.

Implementation programme

Our five year programme reflects the priorities of our transport strategy. Its main features are set out in the Table below; while many of the scheme locations can be found on the map on pages 8-9.

The "Full cost" in the Table is the amount of Government funding that Greater Manchester authorities need to receive to deliver each scheme. Government announced in December that it will finance many projects from April 2001 – including the bulk of the smaller "Integrated Transport" and "Local Safety Schemes" and a large increase in funds for the maintenance of roads, bridges and structures.

Our Urban Traffic Control scheme will also receive cash for a 2001 start, while the Salford–Manchester Bus Priority, Metrolink capacity enhancement and Mottram-Tintwistle Bypass Local Road schemes also received provisional support. Final Government decisions on other major schemes due to start later were deferred until 2001: we will submit further information on these.

The Integrated Transport schemes programme of over £125 million will help to improve safety, influence travel choices and enhance the accessibility of the network. It includes projects such as:

- ***bus priority measures including Quality Corridors and rail/Metrolink improvements***
- ***promotion of employer and school Travel Plans, Safer Routes to Schools schemes***
- ***demand management measures, including traffic calming and local traffic management***
- ***local road safety treatments and accident prevention measures***
- ***accessibility improvements to assist people with disabilities to use roads and public transport***
- ***measures to improve the pedestrian environment and schemes to encourage cycling***
- ***other community safety schemes and regeneration-related transport measures***

Expenditure 2001/02–2005/06 (£ million)

Scheme name/type of project	Full cost	2001/02 allocation	Start date
Metrolink 'single contract' extensions to Oldham/Rochdale, Ashton-under-Lyne and Manchester Airport *	£513.0	£49.5	2001/02
Manchester and Salford Inner Relief Route (final section)	£24.2	£11.1	pre 2000/01
Transport Interchange (Shudehill)	£3.9	£2.9	2000/01
Completion of previously accepted major highway schemes	£0.7	£0.7	pre 2000/01
Urban Traffic Control Block Replacement Programme	£5.5	£1.0	2001/02
Salford-Leigh-Manchester Busway/Bus Priority Route	£25.9	†	2002/03
Metrolink Bury-Altrincham line Capacity Enhancement	£7.0	†	2002/03
Quality Bus Corridors (and Airport routes) major scheme bid	£17.0	•	2003/04
Cadishead Way, Salford (Brinell Drive–City Boundary)	£19.7	•	2002/03
Wigan Integrated Transport Scheme (Inner Relief Road)	£9.5	•	2002/03
Mottram/Tintwistle Bypass Local Road Element (Tameside)	£7.2	†	2004/05
Integrated Transport schemes – five-year programme (including Quality Bus Corridor and Local Safety Schemes)	£125.5	£35.8	2001/02
Principal road maintenance/bridge and highway retaining wall strengthening	£140.6	£27.5	2001/02

* A £250 million contribution has been agreed by Government – other funding for this scheme will be raised locally and from private sources
† These schemes have been provisionally accepted for Government funding either in 2002/03 or later: allocations will be made in future years
• These schemes have been designated as 'work in progress': they will be resubmitted with further information and subject to decision in future

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Appraisal and monitoring

Before agreeing on this strategy, we made sure it was tested using the best transport models that were available to us, including checking on the effects of alternative sets of proposals. This made clear that our public transport-led strategy and supporting programme is the right one. Following from this work we set targets against which the LTP will be measured in future years, including:

- ***measuring how people travel into town centres – and reducing the proportion of car trips by 4% by 2006***
- ***counting the numbers of journeys made on public transport – aiming to slow the decline in bus use by 2011 and achieve an increase of 46% in rail travel and 560% on the expanded Metrolink network***
- ***restoring walking to 1989 levels and encouraging cycling to grow by 50% by 2012***
- ***reducing those killed or seriously injured on the roads by 50% before 2010 – beating the national target level of 40% for adults and meeting the 50% national target for children***

Other targets will be set following further research, including indicators for the means of travel on journeys to school, quality of pedestrian crossing facilities, and ease of using public transport. All the indicators will be reported on – and new ones developed – every year during the life of the LTP.

The future

Our strategy is still developing – working groups, many involving users of the service, continue to develop individual elements of transport strategy in areas like walking and cycling, while many strategic freight and planning issues are presently being discussed and resolved at a regional level. In addition, each of the ten local councils and Greater Manchester Passenger Transport Authority are deciding how to prioritise and deliver the strategy in their area, in consultation with users and local people.

Much depends on continuing success in our bids for Government resources to deliver the LTP strategy and projects. Future programmes may be influenced by other local transport issues, such as the outcome of Government 'Multi-Modal Studies' – which cover South-East Manchester, the M6 Midlands to Manchester and Junctions 12-18 of the M60 – and the re-franchising of passenger rail services. Changes brought about by the Transport Act 2000 may also lead to some revision of our approach to workplace and road user charging and development of a local bus service strategy.

The LTP will continue to evolve over time to reflect these and other local, regional and national decisions on policy, priorities and financing – and we shall in any case report every year on the progress being made towards realising our strategy and on performance against the Plan's targets. In pursuing this strategy to benefit all local people, the eleven partner authorities will continue to develop our partnerships with service providers and users, other policy-makers, neighbouring authorities and the business community, to help achieve the joint vision for Greater Manchester.