

# Our five-year programme

## Chapter 6

**6.1** Our five-year capital programme has been developed to help deliver our wider social and urban regeneration objectives for Greater Manchester.



## Five-year programme

**6.2** In previous submissions we have referred to the constraints that resource limitations have placed on the speed at which we can address these social and regeneration initiatives. We very much welcome the greater financial planning security that is embodied within the LTP process and the increased resources available for local transport over the coming five year period. Our programme has been designed to match these increased resource levels.

**6.3** In particular the development of five-year plans and resource allocations will enable us to plan joint investment with private sector transport providers in a more effective way.

**6.4** At the start of our five-year programme we welcome Government's agreement to provide up to £250 million towards our 'single contract' Metrolink extensions. The extension of the existing highly successful Metrolink system is a cornerstone of our strategy to deliver an integrated high quality network of accessible public transport services.

**6.5** Similarly the completion of the Manchester/Salford Inner Relief Route, provisionally accepted by Government in our Provisional LTP, is an essential element in our proposals to improve the Regional Centre. It will enable through traffic to be removed, enhancing the quality of the urban environment for those who work, shop and live in the Regional Centre, and allow better facilities for public transport to be provided.

**6.6** Our programme for new transport investment over the five year period continues to place emphasis on the delivery of a high quality network of public transport services, schemes that assist the regeneration of district, town and city centres, and measures to encourage more people to walk or cycle when making short trips. Fuller details of our five-year programme can be found in Chapter 9.

### Major schemes

**6.7** We welcome the Government's publication of *Transport 2010 – the ten-year plan* and the additional resources set out within it. In view of these additional resources, we consider that our five-year programme, set out below, should be achievable. We will review our programme once the settlement is known later this year.

**6.8** There are seven major schemes in our programme. Our priority first year bid is for:

**● a £5.5 million project to develop and enhance our Urban Traffic Control (UTC) system**

This will make it a more effective tool for managing and controlling traffic, providing an input to driver information systems and giving traffic signal priority in favour of public transport, pedestrians and cyclists. The scheme involves upgrading the traffic signal infrastructure to extend the scope of SCOOT and replacing controllers more than 20 to 25 years old with modern equipment. The programme would commence in 2001/02 and run for five years. Implementing the UTC infrastructure upgrade as a single, clearly defined, scheme will ensure that a platform for a modern SCOOT network is in place in readiness to support the introduction of bus priority and facilities for pedestrians and cyclists as part of projects such as Quality Bus Corridors.



## Public transport schemes

**6.9** Three of our other schemes relate to the development of a high-quality public transport network. These are:

- **to construct the Leigh–Salford–Manchester busway**

This scheme is programmed to start in 2002/03 and cost £25.9 million. It involves the construction of an eight kilometre section of guided busway along the old railway trackbed from Leigh to Ellenbrook and the introduction of conventional nearside bus lanes on the remaining 12 kilometre section to Manchester City Centre. This will provide two lanes for general traffic alongside the proposed bus lane for most of the on-highway section of the route. On some sections of the route new carriageway construction will be required to provide the bus lane and on other sections there will be a re-allocation of highway space on existing three lane sections.

- **to complete a 200 kilometre Quality Bus Corridor (QBC) network**

It is proposed to commence a £17 million three-year programme starting in 2003/04 to complete full QBC works on the eight corridors not so far addressed. The bid also includes measures to upgrade the Wilmslow Road corridor to full QBC treatment, including improvements for pedestrians, and to provide measures to assist bus movement on a number of routes serving Manchester Airport.

This initiative was brought forward in the 1999/00 Package Bid. At that time the Greater Manchester authorities agreed to allocate 25% of the “Minor Works” settlement to a lead authority to develop this programme. This approach has been endorsed for future years to complete the first eight corridors.

- **to provide additional tram capacity on the Bury-Altrincham Metrolink line**

This proposal would start in 2002/03 and cost £7 million. It involves using new tram units, pre-ordered as part of the ‘single contract’, to allow existing units to be taken out of service and a non-powered centre section added. This would increase capacity by almost 50% on half of the current fleet, overcoming the existing overcrowding problems. Some other modifications to meet current Disability Discrimination Act and Railway Inspectorate requirements would also be undertaken. These would allow for full flexibility of unit working across the whole extended Metrolink network.

## Highway-based schemes

**6.10** Three other major schemes are intended to improve the environment of key centres or to reduce the detrimental environmental impacts of traffic in primarily residential areas. These schemes are:

- **Wigan Integrated Transport Scheme**

The proposal involves a privately-funded Sub Regional Transport Interchange involving the combination of two rail stations, the completion of the Relief Route on the western side of Wigan Town Centre, and the provision of a bus-based Park and Ride facility at Robin Park. The completion of the Town Centre Relief Route will allow improvements to be made for pedestrians, cyclists and buses along Wallgate and within the town centre. It will also reduce traffic volumes and road safety problems along the A49 Wallgate and other routes on the south and east side of Wigan Town Centre.

The proposed Park and Ride site at Robin Park will reduce the number of vehicles travelling into the town centre along major routes from the west.

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A two year lead-in time has been allowed, to complete planning applications, compulsory purchase and side roads orders and local public inquiry. Works could start on the Town Centre Relief Route and the Park and Ride site in August 2002, with a completion date of April 2004. The scheme is estimated to cost £9.5 million.

### ● **Cadishead Way (Brinell Drive to City Boundary)**

The scheme will form a 2.5 kilometre extension to Cadishead Way Stage 1, completing the bypass round Irlam and Cadishead. The prime objective of the scheme is to provide an alternative route to the existing length of A57 that currently runs through the centre of Cadishead. This will provide the opportunity to enhance the environment along the A57 Liverpool Road corridor, much of which is residential, allowing community ties to be strengthened and the image of the area to be raised.

The scheme will be constructed to a 9.3 metre wide single carriageway standard, with local widening at junctions, and is estimated to cost £19.72 million. The timetable for construction allows for a two year lead-in time to complete public consultation, detailed design and all statutory procedures. The earliest possible date for construction to commence is May 2002, and a contract period of 18 months would see the scheme complete by November 2003.

### ● **A57(T)/A628(T) Mottram-Tintwistle Bypass Local Road Element: The Glossop Spur**

The 1.25 kilometre single-carriageway Glossop Spur is estimated to cost £7.18 million. It will complete the Highways Agency's proposed A57/A628 Mottram-Tintwistle Bypass by extending the link off their main east-west route beyond Mottram Moor through to Woolley Bridge. As a result, Hollingworth will be more effectively relieved of traffic, bus reliability will be assured and pedestrians and cyclists will be provided with a safer, more convenient and attractive environment.

As joint promoters of the Glossop Spur scheme, Tameside MBC and Derbyshire County Council intend to advance the detailed design so that the necessary dovetailing of the trunk and local road scheme implementation programmes can take place. The timetable for implementation of the Glossop Spur requires a 'parallel' set of Orders to be prepared and dealt with at a joint public inquiry alongside the trunk road proposals. Beyond that, once the Secretary of State has confirmed the Orders, the necessary funding for the local road element would need to be in place in order to match the commitment of trunk road programme funding. The bid for the local road element is made wholly through this LTP.

## Minor works and local safety schemes

**6.11** Within these elements of our five-year programme we have prepared measures in line with a resource level that is 40% higher than our settlement for 2000/01 to reflect the level of increased resources available for local transport under the Government's spending plans at the time the bid was prepared. We have also indicated what further schemes would be brought forward if available resources were increased by 20%.

**6.12** At this higher level our total programme in these areas is £150 million of which £35 million is for Local Safety Schemes. These have been developed to reflect the importance we attach to creating a safe and secure transport system and reflect government objectives with respect to casualty reduction particularly for children and wider community safety and security initiatives.

**6.13** Many authorities are pursuing Safer Routes to Schools (SRTS) strategies as a priority. This work links closely into the Greater Manchester School Travel Strategy, which will develop this further in the context of school travel plans. Measures include the following:

- *Tameside Council's Road Safety Unit, in addition to providing a school crossing patrol service at almost 100 key points, promotes road safety through education, training and publicity aimed at all ages and classes of road user, including drivers, through the Greater Manchester Driver Improvement Scheme*
- *Trafford Council, in partnership with local communities, has pilot schemes in Old Trafford and Bowdon. Preparations are underway to train parents for a "walking bus" route in Bowdon and a model 'travel plan' is being developed to assist schools. Six schools are planning travel surveys prior to plan development*
- *in Salford, four SRTS schemes have been introduced, at Madamswood, Little Hulton, Langworthy and Higher Broughton, and their effectiveness will be closely monitored. A further five are proposed in this LTP, in Swinton, Eccles, Irlam, Walkden and Claremont*



## Five-year programme

### **Public transport minor works**

**6.14** A further £70.52 million is targeted at improving public transport, of which £28.22 million is top-sliced for QBC works carried out jointly by highway authorities and the PTA.

**6.15** The remaining £42.3 million programme of investment on the bus, heavy rail and Metrolink networks will be implemented by the PTA. Our bus measures include a programme of bus station refurbishments at Middleton, Hyde, Wythenshawe, Rochdale and Altrincham. In conjunction with the private sector, we are seeking to construct two new stations a year on the heavy rail network and the Bury-Altrincham Metrolink line.

**6.16** Our heavy rail proposals include provision for 'flagship' station improvements and resources have been earmarked for new rail stations. These would be focused on the list of new stations agreed by the PTA (see Figure 2 on page 41). However, in order to allow maximum flexibility to those companies bidding for the local rail franchise, who are also expected to submit proposals for constructing new stations in their franchise plans, we have chosen not to nominate particular sites at this time. Similarly we are open to proposals as to how best to make use of the PTA earmarked resource allocation in any joint funding proposals.

**6.17** A further key area for investment is on infrastructure measures to improve the Bury-Altrincham Metrolink line, through 'flagship' improvement schemes, additional car parking and new stops to complement our major scheme bid for additional tram capacity.

### **District minor works**

**6.18** District minor works programmes are concentrated on measures to promote cycling and walking and to reduce the impact of traffic in town and local centres and residential areas.

**6.19** A Greater Manchester Cycling Strategy will be produced in late 2000, following development by district officers and cycle user's representatives. Several authorities have already indicated plans to spend significant sums on cycling, eg:

- **Bury will continue to implement schemes in its Cycling Strategy and audit take-up of existing facilities. Since 1996, the Council has introduced over 26 kilometres of cycle lanes, added cycle facilities to 19 junctions, built a toucan crossing, provided 50 advanced stop lines for cyclists and built two 'off-road' sections of the national cycle network with help from the Development Agency and other outside funding**
- **Salford's Cycling Strategy, first published in 1994, is currently being reviewed. The Council continues to provide cycle parking and make junction improvements, while working with cycling representatives to develop cycle routes, including the A6 Little Hulton to Swinton, A57 through Irlam and Cadishead and A576 Pendleton to Broughton**
- **Tameside, Stockport, Manchester and Trafford are working in partnership to implement the Trans-Pennine Trail – a leisure route spanning the country from Hull to Liverpool. Supported by the Millennium Commission, the Trail will provide cycle access alongside a bridleway and leisure walking routes**



**6.20** Walking is also supported by Districts through a range of traffic management measures, provision of crossings and local safety measures in line with the emerging Greater Manchester strategy. For example:

- *Oldham has adopted a strategy to promote pedestrian priority, with measures including pelican crossings, 20mph zones, Home Zones and improved street lighting. A separate Town Centre Strategy will maximise access for all sustainable modes – providing cycle, motorcycle and disabled parking facilities – complementing initiatives such as the proposed Metrolink extension and new Central Bus Station, to provide safer, more direct pedestrian and cycle access to the town centre, while the Oldham Way scheme will remove through traffic*
- *Wigan Council is also progressing pedestrianisation, environmental and traffic management improvements in the main town centres through: the European Action Plan in Wigan town centre, Coalfield Challenge in Leigh and SRB in Atherton*

**6.21** Several districts are pursuing ‘mini-package’ measures in town and district centres. For example:

- *the Stalybridge Town Centre Project in Tameside is the continuation of area package works and reflects a continuing commitment to regenerating the individual towns that make up the Borough. The Stalybridge package includes bus and pedestrian priority, measures to improve the street environment, enhance accessibility, and support development of the local economy*

## Maintenance

**6.22** The highways maintenance and bridge strengthening (including retaining walls) elements of our overall programme are for £140 million over the full plan period. This has been developed in line with a county-wide strategy, explained in a separate supporting document on capital maintenance, which also includes details of individual district plans.

**6.23** County-wide, the development of Objective Priority Assessment Matrix criteria for highways and structures will allow schemes to be prioritised, taking into account both the condition of the highway or structure and its location, for example on the Primary Route Network (PRN) or a QBC. This will ensure that the prioritisation of schemes adds value by supporting LTP objectives.

## Other schemes

**6.24** The Greater Manchester authorities are committed to taking opportunities through development control to improve integrated transport provision. Often such schemes are of a minor nature but larger projects may also be brought forward by such means, eg:

- *improvements to M60 Junction 1 (Travis Brow) and Junction 27 (Portwood) roundabouts in Stockport*
- *development of an on-site bus station in Pennington, Leigh and a new railway station at Kenyon Junction as part of the Xanadu proposals in Wigan MBC area*
- *development of a short town centre bypass in Ashton-under-Lyne to divert through traffic off the main shopping street and facilitate pedestrianisation and bus movement*
- *a possible local road improvement west of Atherton to assist economic development, providing relief to unsuitable local roads and safe access to a school*

## Five-year programme

**6.25** Several major schemes are not included in this plan, either because they are subject to outside study (through the South East Manchester Multi-Modal Study), or because private funding may become available. Certain of these may in future be reinstated in our programme following future reviews of our strategy. These therefore appear on the map in Figure 2 opposite and are outlined in Table 6.1.

**Table 6.1 Major schemes under review**

Authority	Scheme (numbers refer to Figure 2 on facing page)	Possible start date	Possible completion date	Cost estimate (outturn)
Tameside	1. Ashton Northern Bypass Stage 2	2002/03	2003/04	£10 million
Stockport	2. A6 (M) Stockport North – South Bypass	Subject to South East Manchester Multi-Modal Study	Subject to South East Manchester Multi-Modal Study	£113 million
	3. Stepping Hill Link			£6 million
	4. & 6. A555 MAELR			£61 million
	5. A555/A523 Poynton Bypass			£68 million
Wigan and Bolton	7. A5225 Wigan – Westhoughton Bypass	Not programmed	Not programmed	£152 million

**Figure 2: Greater Manchester future transport network (including schemes under review)**



