

# Appraisal of the LTP five-year programme

## Appendix B

**A13.1** The Strategy Planning Model (SPM) was used to inform an appraisal of a long term public transport investment strategy and this is described in Appendix A. The SPM has also been used to inform the appraisal of the five-year LTP, including the Metrolink extensions single contract schemes and the Manchester/Salford Inner Relief Route, but without any of the major scheme bids included in this submission. This is referred to as our base LTP. The appraisal was undertaken in accordance with the full LTP guidance that requires a simplified Appraisal Summary Table (AST) measuring the strategy against the Government's objectives. This is attached as Table A13.1.

**A13.2** The guidance also asks for an assessment of the plan including the major schemes programme. The SPM is not sufficiently geographically disaggregated for our relatively local major scheme bids to be incorporated satisfactorily in its forecasting procedures. We have therefore followed an alternative approach and Table A13.2 is a composite of the impact of the separate major scheme bids.

### Impact on Government objectives

#### Environment

**A13.3** The journey ambience sub-objective is considerably enhanced by measures in the base LTP, through extensive improvements to both the quantity of the public transport network (eg the proposed Metrolink extensions) and the quality of public transport services from the various Integration Project initiatives. The quality of particular types of journeys is also improved, for example our Safer Routes to Schools programme of measures will give rise to benefits to school children and our emphasis on local measures to increase the number of walking and cycling trips will benefit these user groups.

**A13.4** Our major scheme proposals further increase benefits to this sub-objective from both enhanced public transport provision (our Leigh Busway and QBC bids) and measures to enhance conditions in town and district centres (our various highway based proposals).

**A13.5** Other Environment sub-objectives, such as noise, local air quality, greenhouse gases, townscape and physical fitness all show lower, but still beneficial impacts from our strategy (LTP base and major scheme bids) whilst biodiversity, water environment and heritage categories are all neutral in this respect.

#### Safety

**A13.6** Our programme of Local Safety Schemes is estimated to give present value benefits in the order of £29 million. This is increased by a further £1.7 million when the impact on road traffic accident levels of our major scheme bids is taken into account.

**A13.7** A key element of the Integration Project is to improve personal security for public transport users. This beneficial impact is reflected in both the AST for the base LTP and in the AST for major scheme bids. Our public transport major scheme proposals will in particular emphasise the need to improve personal security for travellers.

#### Economy

**A13.8** User time savings and resource savings show an extremely positive impact in the base LTP and this is further improved when the impact of major schemes are taken into account.

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**A13.9** Reliability is crucial to the success of a public transport led strategy and this is significantly increased in both the base LTP and the major scheme proposals. In the latter case it arises either directly from the QBC or Leigh-Salford-Manchester initiatives or indirectly from the reduced impacts of car traffic on bus routes as would be the case with the Cadishead Way and Mottram-Tintwistle bypass schemes and the Wigan Integrated Transport scheme.

**A13.10** A pre-requisite for our transport strategy is that it helps strengthen the local economy. In this respect all schemes show beneficial impacts.

### Accessibility

**A13.11** Improving accessibility to the transport network underpins much of our work. In all three sub-objective areas, option values, severance and access to the transport system, both the base LTP and the major scheme proposals show strongly beneficial or beneficial impacts. The Integration Project in particular places an emphasis on the creation of the “seamless journey” especially for those without access to a car. Measures to improve physical accessibility by for example, expanding the fleet of low floor buses or extending the fully accessible Metrolink system feature strongly in our strategy.

### Integration

**A13.12** A number of proposals in the base LTP directly seek to improve interchange and develop and present public transport as an integrated network. This involves, for example, initiatives for ticketing systems and travel information and infrastructure measures such as the new Oldham Bus Station. The public transport major scheme proposals include measures to improve interchange.

**A13.13** The base LTP shows how transport policy and infrastructure proposals nest within a wider land-use policy context at both the local level (Greater Manchester Strategic Planning Framework) or regional level through draft Regional Planning Guidance. Both the base LTP and major scheme proposals contribute beneficially to the delivery of land-use policies.

**A13.14** Our inclusive approach to the development of transport policy reflects wider health, education and social inclusion initiatives. These policy areas will be strengthened from initiatives in both the base LTP and through our major scheme proposals.

**Table A13.1: Appraisal Summary Table: LTP five-year programme\*<sup>1</sup> (without Major Scheme bids) compared with the Reference Case**

Objective	Sub-objective	Qualitative Impacts	Quantitative Measure	Assessment
<b>Environment</b>	Noise	Overall change in traffic below 10% threshold. Assessment shows that pro public transport, walk, cycle, green travel and traffic calming measures will reduce noise relative to current trend	N/A	Beneficial
	Local air quality	Below 10% threshold for traffic. Assessment shows that pro public transport, walk and cycle policies will result in relative improvement in air quality, reinforced by background changes in number of clean engines, catalytic converters, etc	N/A	Beneficial
	Greenhouse gases	Assessment shows pro public transport, walk, cycle and traffic restraint policies will reduce rate of increase of greenhouse gas emission	N/A	Beneficial
	Townscape	Minor works measures to strengthen town and district centres will reduce visual intrusion of car traffic. Some intrusion from on-street sections of Metrolink	N/A	Beneficial
	Heritage of historic resources	No significant effects	N/A	Neutral
	Biodiversity	No SSSIs involved and no other significant effects	N/A	Neutral
	Water environment	No significant effects	N/A	Neutral
	Physical fitness	Walk and cycle strategies very beneficial. Switch to public transport also involves some walking. Improvement to child health is one of the main beneficial effects of safer routes to school	N/A	Beneficial
	Journey ambience	Improvement to the quality of journeys is an important aspect of the Integration Project (public transport), and a beneficial consequence of the safer routes to school policy (walk/cycle)	N/A	Strongly Beneficial
<b>Safety</b>	Accidents	Net reduction in traffic levels will reduce accidents, but main benefit is from extensive local safety scheme programme	100% rate of return on LSS programme	PVB: £29 million* <sup>2</sup> PVC: £20.5 million
	Security	Personal security is an important element of the Integration Project, station improvement expenditure and safer routes to school policies. Greater Manchester authorities also emphasise the personal security benefits of street lighting schemes	N/A	Beneficial
<b>Economy</b>	Transport economic efficiency	Overall time and resource savings due to decrease in car traffic and increase in other modes.	User benefits	PVB: £2,600 million PVC: £520 million
	Reliability	Reliability of public transport is an objective of the Integration Project (better ticketing, information) of the Quality Bus Corridors and is a characteristic of Metrolink systems	N/A	Very Beneficial
	Wider economic impacts	Regeneration benefits are expected to flow in particular from the reinforced central area policies, and a number of schemes relate to regeneration areas, eg QBC schemes on A57, A635, A6	N/A	Beneficial

\*<sup>1</sup> Includes Metrolink single contract, completion of Manchester/Salford Inner Relief Route and LTP programme of minor works and Local Safety Schemes.

\*<sup>2</sup> Present value benefits and costs discounted to 1994 at 6% per annum.

Table A13.1(continued)

Objective	Sub-objective	Qualitative Impacts	Quantitative Measure	Assessment
<b>Accessibility</b>	Option values	Metrolink extensions provide a high quality alternative for access to the Oldham-Rochdale, Manchester Airport and Ashton corridors. The QBC and Integrate schemes are targeted on car users, particularly for the journey to work	N/A	Beneficial
	Severance	Traffic calming and other traffic reduction measures will significantly reduce severance; QBCs in particular will increase the number of pedestrian crossings on main radials	N/A	Strongly Beneficial
	Access to the transport system	Investment in Metrolink, QBCs, bus and rail stations and other facilities and especially the Integration Project, with its emphasis on the 'seamless journey', all provide enhanced levels of access particularly to those without access to a car. The Integration Project also emphasises low floor access for disabled and infirm people (at stops and on bus)	N/A	Beneficial
<b>Integration</b>	Transport Interchange	Proposals include improvements to systems (the Integration Project, including through ticketing) and infrastructure (Oldham bus station and Shudehill interchange)	N/A	Very Beneficial
	Land-use policy	Analysis reveals that the transport policies will succeed in meeting the objectives concerning the concentration on and development of the key centres. Where necessary, schemes are targeted at regeneration areas such as North and East Manchester, and individual SRB areas	N/A	Beneficial
	Other Government policies	Public transport based policies will promote labour market opportunities for non-car owners	N/A	Beneficial

**Table A13.2: Appraisal Summary Table: LTP five-year major scheme programme**

Objective	Sub-objective	Qualitative Impacts	Quantitative Measure	Assessment
<b>Environment</b>	Noise	Some local increase offset by fact that all schemes will remove traffic from local roads either by modal switching or re-routing to purpose designed routes	N/A	Neutral
	Local air quality	Effect similar to noise, but in context of general improvement due to external factors such as catalytic converters and better engine design	N/A	Neutral
	Greenhouse gases	Public transport measures will reduce rate of increase of greenhouse gas emissions	N/A	Beneficial
	Townscape	Some intrusion from Glossop Spur, but this and other schemes also direct traffic to more suitable roads or remove it all together	N/A	Neutral
	Heritage of historic resources	No significant effects except Glossop Spur where investigation planned	N/A	Neutral
	Biodiversity	Some effect of Glossop Spur mitigated by local conservation scheme	N/A	Neutral
	Water environment	All schemes discharge into existing watercourses	N/A	Neutral
	Physical fitness	Switch to bus from walk/cycle balanced by switch from car	N/A	Neutral
	Journey ambience	Leigh busway, QBCs all strong improvement for existing passenger transport users	N/A	Strongly Beneficial
<b>Safety</b>	Accidents	Highway schemes predict accident savings, UTC scheme will reduce vehicle conflicts, passenger transport schemes reduce car traffic	N/A	PVB = £1.7 million
	Security	No significant effects	N/A	Neutral
<b>Economy</b>	Transport economic efficiency	Overall time and resource savings for both car and passenger transport passengers	User time and resources	PVB: £107 million* <sup>1</sup> PVC: £29.5 million
	Reliability	Reliability is primary objective of passenger transport modes, and necessary consequence of improved flows due to UTC and highway measures	N/A	Strongly Beneficial
	Wider economic impacts	Regeneration is an important factor in the Cadishead and Glossop schemes. Such benefits also identified in QBC corridors such as A57, A635	N/A	Strongly Beneficial
<b>Accessibility</b>	Option values	Passenger transport schemes all targeted at car owning households	N/A	Beneficial
	Severance	QBCs increase scope for improved crossing on busy routes. Glossop scheme would bring strong local improvement	N/A	Strongly Beneficial
	Access to the transport system	Leigh-Salford-Manchester Busway scheme provides access where none existed. Other passenger transport schemes improve service levels over those existing	N/A	Beneficial
<b>Integration</b>	Transport interchange	Passenger transport schemes include measures to improve interchange	N/A	Beneficial
	Land-use policy	All schemes consistent with central governments five objectives for transport. Cadishead, Glossop and QBC schemes targeted at regeneration and individual SRB areas	N/A	Beneficial
	Other Government policies	Public transport investment is an important factor in promoting labour market opportunities for non-car owners	N/A	Beneficial

\*<sup>1</sup> Excludes Wigan Integrated Transport and Metrolink (Bury-Altrincham) capacity enhancement schemes.