

Greater Manchester Local Transport Plan 3: Capital Programme 2015/16 – 2020/21

August 2014



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1. Summary

Greater Manchester's Third Local Transport Plan (2011) set out a long-term strategy for the period to 2026 along with more detailed spending plans for the four years to 2015.

Since that time we have made significant progress in delivering a £1.5 billion programme of major transport schemes which are transforming the public transport network. Metrolink lines have been opened to East Didsbury, Oldham and Rochdale and Ashton-under-Lyne, while the Airport line and Second City Crossing (2CC) are under construction. Also underway is a major bus priority programme, consisting of the Cross-city Bus Package and the Leigh-Salford-Manchester Busway, the number of bus stations has increased, and park and ride has seen a major expansion.

Greater Manchester has recently been awarded funding of £314 million for major schemes (costing more than £5 million) and £15.2 million for small schemes (costing less than £5 million) for the period 2015/16 to 2020/21 and has also agreed the 'Earnback' deal with Government. Earnback means that the investment we have raised locally for major transport schemes will be 'paid back' as economic growth is achieved, enabling us to invest in more schemes.

We have also been awarded £5 million from the Local Sustainable Transport Fund for 2015/16 to continue our travel choices programme, which encourages people to walk, cycle or use public transport, particularly for journeys to work or school.

With this funding assured, we have developed a draft investment programme for the next six years. This includes both major schemes (over £5 million) and minor schemes (less than £5 million). The major schemes are as follows:

- South Heywood Growth Area-wide Improvement;
- Wigan Gateway A49 Link;
- Salford Central Station – Additional Platforms;
- Manchester and Salford Inner Relief Route – Regent Road/Water Street Improvement;
- Wigan Gateway – M58 Link;
- Manchester and Salford Inner Relief Route – Great Ancoats Street Improvement;
- Wigan Gateway Hub;
- Stockport Town Centre Access Plan;
- Ashton Town Centre Interchange;

- Stockport Interchange;
- Bolton– Salford Quality Bus Network; and
- Metrolink Improvement Package.

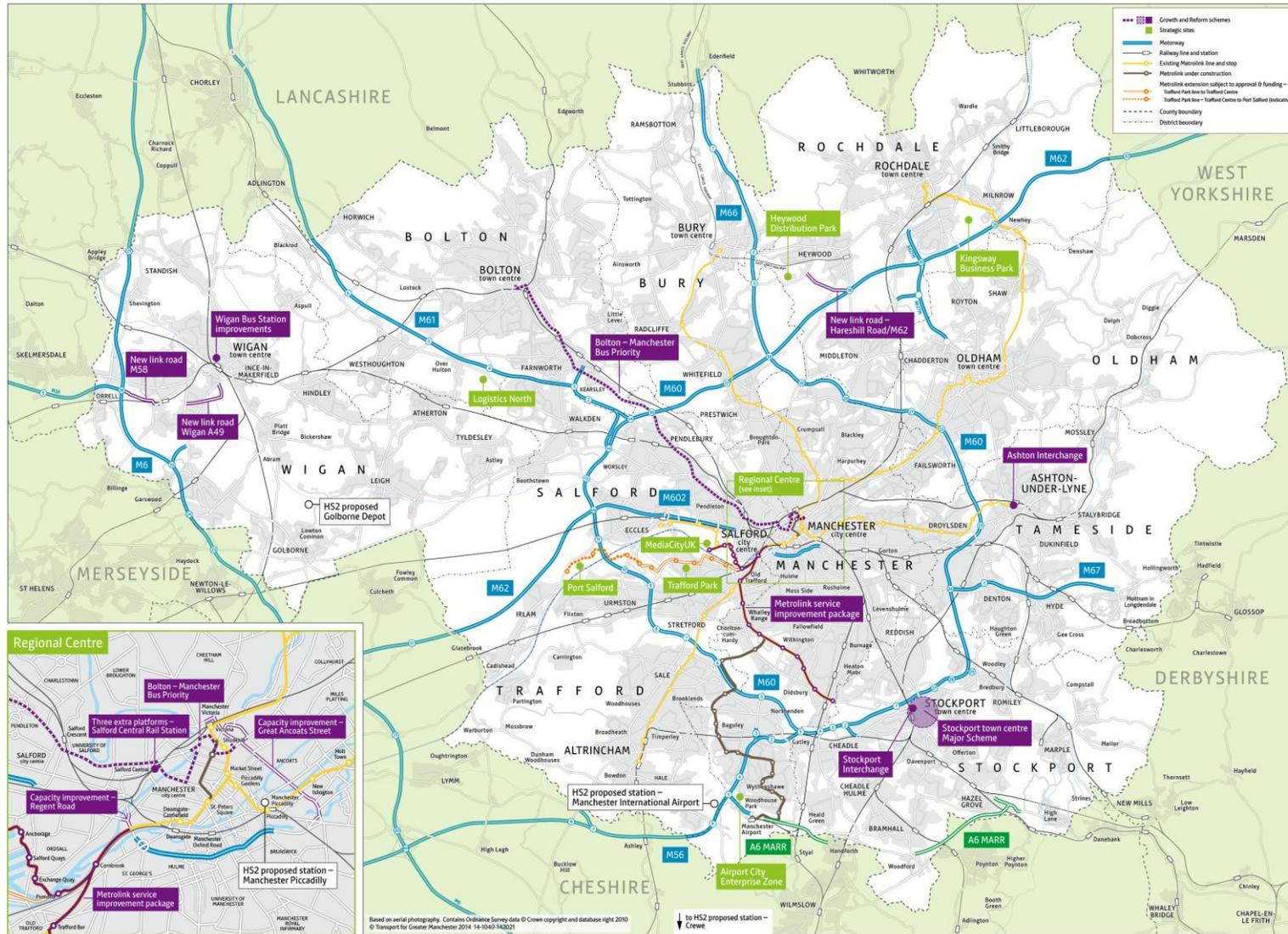
In addition we will be building the A6 to Manchester Airport Relief Road (which now has planning permission and is going through the process of obtaining legal powers) and subject to funding and obtaining the necessary powers, we will also build a Metrolink extension to Trafford Park.

The minor schemes will be packages of improvements for specific geographical areas, focussing on:

- Transport improvements in town and city centres and other major employment areas;
- Local access improvements;
- Improving the market for bus travel;
- Measures to unlock key growth sites; and
- Measures to increase cycling.

We are now giving key local stakeholders the chance to comment, not only on the current draft programme, but on where our priorities should lie after we have completed it. This will help us to further develop our minor works programme and take advantage of any additional funding opportunities that may arise, for example through competitive bids.

Map 1 – Capital Programme Major Schemes



2. Introduction

Greater Manchester's Third Local Transport Plan was published in April 2011. It provided both a view of our spending plans over a four year period, up to 2015, and a long-term strategy up to 2026. The purpose of this document is now to set out our spending plans for a further six years, from 2015/16 to 2020/21.

The period since 2011 has been one of significant change, both in the way transport is organised in Greater Manchester and in the way it is funded. The establishment of the Greater Manchester Combined Authority in 2011 led to the creation of Transport for Greater Manchester, with responsibility for some conurbation-wide highway functions, such as traffic signals, strategic traffic management and co-ordination of active travel and smarter choices activity in addition to all the former public transport GMPTE functions. At the same time, through the adoption of the Greater Manchester Strategy (GMS), GMCA has established a single set of priorities aimed at increasing economic growth and spreading the benefits of that growth to all parts of the area. In terms of transport, this has led to increased levels of collaboration to agree and fund priority schemes that support GMS objectives. We are therefore presenting our spending plans as a single co-ordinated programme, rather than producing separate documents for each District area, as we have done previously.

In March 2014, key cities and city-regions such as Greater Manchester were required to submit a bid for funding through the Local Growth Fund. Our bid, which was presented to Government in the 'Greater Manchester Growth and Reform Plan'¹, included a draft transport programme which was approved by GMCA and the GM LEP. In July 2014, the Government confirmed the following funding for GM for the period 2015/16 to 2020/21:

- £314 million for major schemes
- £15.2 million for minor works

In addition, we were awarded £5 million from the Local Sustainable Transport Fund to continue our travel choices programme in 2015/16. This programme is crucial in encouraging people to walk, cycle or use public transport, particularly for journeys to work or school.

This funding announcement means we can now plan a comprehensive investment programme that contributes to our LTP3 objectives and priorities. It also provides an opportunity to discuss that programme with key stakeholder groups, to check whether our priorities are still the right ones and to identify any concerns.

This programme is over and above the other work we do to improve transport, such as managing and maintaining the roads and providing essential bus services.

This document provides a reminder of our agreed LTP3 objectives and priorities, and the progress we have already made towards achieving them (a fuller account is provided by the

¹ http://www.agma.gov.uk/cms_media/files/growth_and_reform_plan_final_4_apr_14.pdf
<http://www.tfgm.com/ltp3/Pages/Growth-and-Reform-Plan.aspx>

LTP3 Progress Report, which is available on the TfGM website). It then explains some of the factors that have influenced programme development, before describing our major scheme and minor works proposals.

3. LTP3 Strategy

Over the last 15 years our transport strategy has had a strong emphasis on encouraging people to travel by sustainable modes (public transport, walking and cycling) and on the regeneration of our town and city centres. Whilst continuing this theme, LTP3 also took account of the overall priorities agreed by the Greater Manchester Authorities in the Greater Manchester Strategy (GMS), produced in 2009. GMS aimed to focus different types of public spending on increasing economic growth, spreading the benefits of that growth to all parts of the conurbation and reducing the carbon footprint of the conurbation.

A summary of the objectives and priorities agreed through LTP3 is shown on the next page.

We believe that the types of schemes that will best achieve these objectives and priorities are those which:

- make it easier for people to get to work, education or healthcare;
- open up new employment sites;
- help employers to recruit from a wider area or help our town and city centres to attract more visitors;
- reduce delays due to congestion, which add to costs for businesses and workers;
- improve access for goods to ports, airports, rail freight interchanges and the motorway network;
- make new developments more accessible by public transport, walking and cycling, helping to carbon emissions and reduce air pollution;
- encourage people to leave the car at home for more of their journeys;
- enable more people to enjoy walking and cycling;
- reduce accidents;
- make transport accessible for everyone; and
- are designed and built in such a way as to minimise their carbon impact, reduce traffic emissions and noise, improve safety and security and provide good value for money.

The following section summarises the progress we have made since 2011 in putting these types of measures in place.

LTP3 Objectives and Priorities

Objectives	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5
	Support the GM economy	Reduce carbon emissions	Increase active travel and reduce casualties	Support sustainable neighbourhoods	Value for money
Priorities	Maximise economic benefit from transport	Ensure non-car access to new development	Encourage more walking	Link priority areas to opportunities	Provide efficient transport networks
	Provide access to education and employment	Raise awareness of lower-carbon travel choices	Provide safe cycle routes	Improve access for all	Invest to support the economy
	Improve access for freight	Provide lower carbon travel options	Reduce casualties	Reduce impact of road traffic	Spend public money efficiently
	Improve access to Manchester Airport	Reduce carbon emissions from vehicles	Improve safety & security	Make local areas 'walk and cycle friendly'	Improve customer satisfaction
	Provide an efficient, reliable road network	Manage travel demand	Reduce emissions from road transport	Protect important natural sites	
		Minimise carbon impact of new transport schemes	Improve access to health facilities		
		Improve resilience to climate change			

4. Achievements Since 2011

Major Schemes

Greater Manchester has seen significant investment in transport since 2011. This has been made possible by the £1.5 billion Greater Manchester Transport Fund (GMTF), which the GM authorities set up in 2009. This combines funding from a number of sources: grants from the Department for Transport; a 'top slice' from our LTP Integrated Transport Block (minor works) funding for a 9 year period; local/third party contributions and borrowing.

Projects selected for funding through GMTF are those major schemes (i.e. costing over £5 million) which will bring the greatest economic benefit (GVA) to Greater Manchester, provided that there positive social and environmental benefits when all the schemes are taken together.

The following GMTF-funded schemes have either been completed since 2011 or are under construction:

- Metrolink to East Didsbury (completed);
- Metrolink to Oldham and Rochdale (completed);
- Metrolink to Ashton-under-Lyne (completed);
- Metrolink to Manchester Airport (under construction);
- Metrolink Second City Crossing (2CC) (under construction);
- The Busway (under construction);
- Park and Ride at Horwich Parkway, Cheadle Hulme, Guide Bridge, Rochdale, Derker, East Didsbury and Hollinwood (completed);
- Park and Ride at Radcliffe and Whitefield (under construction)
- Ashton Northern Bypass (completed).
- Altrincham and Bolton Interchanges (under construction)

In addition, the new Rochdale Transport Interchange has also been completed, using DfT funding.

Minor Schemes

Funding for small improvements or 'minor works', costing less than £5 million, comes from DfT, through the 'Integrated Transport Block' (ITB). As described above, the Greater Manchester Authorities agreed to use a proportion of their ITB as a contribution to GMTF, because of the central importance of those major schemes to the GM economy. Since then, Government funding cuts reduced Greater Manchester's ITB allocation to a point where there was only sufficient to fund the GMTF contribution. This meant that there was little ITB available for small schemes in the early years of LTP3.

However, success in competitive funding bids has provided significant additional funding for small schemes for the period 2012-2015 as follows:

- **Local Sustainable Transport Fund (LSTF) Key Component (£4.94 million):** a commuter cycling project providing secure parking in town centre cycle hubs, adult cycle training and cycle maintenance classes;
- **Local Sustainable Transport Fund (LSTF) Large Project (£32.5 million):** a package of schemes to improve sustainable access to work and reduce congestion through active travel, Community Transport, smart technology and travel choices;
- **Better Bus Area Fund (£5.0 million):** a package of schemes to improve local bus services and facilities;
- **Green Bus Fund (£1.85 million):** the purchase of new low emission vehicles;
- **Clean Bus Technology Fund (£0.68 million):** pollution control equipment for the older Yellow School Buses;
- **Cycle Safety Fund (£2.12 million):** safety improvements at local accident hotspots and key junctions;
- **Pinch Points (£13.27 million):** schemes to relieve ‘pinch points’ which either cause congestion or make a site more difficult to develop;
- **Cycle City Ambition Grant (£20.0 million):** a network of strategic cycle routes within the M60 ring, ‘cycle and ride’ stations/stops and cycle promotion;
- **Get Active in Greater Manchester (£0.25 million):** a scheme to encourage people with low levels of physical activity to walk regularly;
- **Congestion Performance Fund (£0.47 million) :** funding to identify the best traffic management interventions on the most congested routes to Greater Manchester’s key economic centres; and
- **Plugged in Places (£1.7 million):** electric vehicle charging points.
- **Connect 2 (£1.4 million):** schemes to extend or improve the cycle network.

More information on the progress made since 2011 can be found in the ‘LTP3 Progress Report’, which can be viewed on the TfGM website.

5. Developing a Future Programme

A number of factors have influenced the development of our future programme.

The Greater Manchester Strategy was revised in 2013, following the global economic downturn which has made it more difficult to achieve economic growth and to spread the benefits of that growth throughout the conurbation. The revised strategy is about rising to these challenges and seizing current opportunities. To help do this we need improved national and international transport links as well as improvements to support growth in those locations that are attractive to investors. Our town centres need to adapt to changes in the retail sector (such as the growth on online retailing) by offering a wider range of activities and by becoming more attractive places to visit, with good access. The strategy also recognises the importance of creating places where people want to live and can travel around easily.

Changes in funding have been a major influence on the programme. Since 2012 the Government has made significant funding available through national funding competitions for small sustainable transport schemes, particularly active travel. Success in these competitions has meant a significant increase in the level of investment for these schemes in GM, particularly for cycling. This has provided a stimulus to update our Cycling Strategy, which now aims for a 300% increase in cycling by 2020.

In 2012 the Government agreed 'Growth Deals' with a number of major cities and city-regions. These are aimed at accelerating growth, based on the needs and opportunities in each area. The GM deal included the agreement of 'Earnback', through which the investment in major transport schemes being made by the GM authorities will be 'paid back' as growth is achieved. These 'earned back' funds will therefore be available to invest in more transport improvements.

Following this, in 2013, the Government announced the creation of the Local Growth Fund, to which key cities and city-regions were invited to bid. This gives certainty (subject to certain safeguards) over the level of funding each area will receive for major schemes up to 2020/21. Authorities need to show that they have procedures in place to make sure schemes are good value for money and can be delivered, but the previous system of submitting individual scheme bids to DfT without knowing whether funding was available, has been abolished. The new system now makes it easier to fund Greater Manchester's priorities.

Finally, our focus since 2011 has been on putting in place key strategic improvements to the public transport network, such as Metrolink and bus corridor improvements. As these facilities come into operation, there is a need to improve local connections to them, so that as many people as possible can benefit from this investment.

6. Future Major Schemes

As set out in section 4 above, the initial years of our LTP3 programme were focussed on improvements in the capacity and quality of public transport: improving links across the conurbation and encouraging a mode shift that will allow economic growth without additional congestion. The second part of our programme, starting in April 2016, continues this work to improve the public transport network, but also has a focus on supporting economic growth in specific locations, namely town and city centres and key future employment and housing locations. The programme includes the previously agreed A6 to Manchester Airport Relief Road scheme, which is currently going through the process of obtaining legal powers now that it has planning permission.

For our future programme, we have prioritised those schemes which offer the best value for money, make the greatest contribution to GM objectives and will have the biggest economic impact. The schemes were approved in principle by GMCA and GMLEP for inclusion in our bid to the Local Growth Fund (LGF) in March 2014. In July 2014, the Government confirmed that GM had been awarded £314 million from the LGF for major schemes for the period 2015/16 – 2020/21. For minor schemes we were awarded sufficient funding for a programme of £15.2 million, over and above what we need for the agreed contribution to GMTF (see section 4 above).

At the same time, we were awarded £5 million from the Local Sustainable Transport Fund (LSTF) to continue our travel choices work in 2015/16. This will enable us to:

- encourage sustainable commuting and business travel and improve access to employment, particularly promoting the recent improvements to public transport and to facilities for cyclists and pedestrians;
- provide practical support and training for both new and existing cyclists, improve cycle infrastructure (e.g. through 20mph zones or upgrading existing cycle routes), and further support for our partner schools and health walking programmes; and
- raise awareness of public transport and Local Link services that serve key employment areas, help to create other shared transport solutions and continue our ‘Train, Learn, Drive, Earn’ scheme to train drivers for the Community Transport sector.

Details of our LSTF bid can be seen on the TfGM website.

Each of the major schemes is summarised below and in Table1, which shows how they contribute to our LTP3 objectives. Funding for each of these schemes is subject to the development of a detailed business case and securing the appropriate consents, e.g. planning permission.

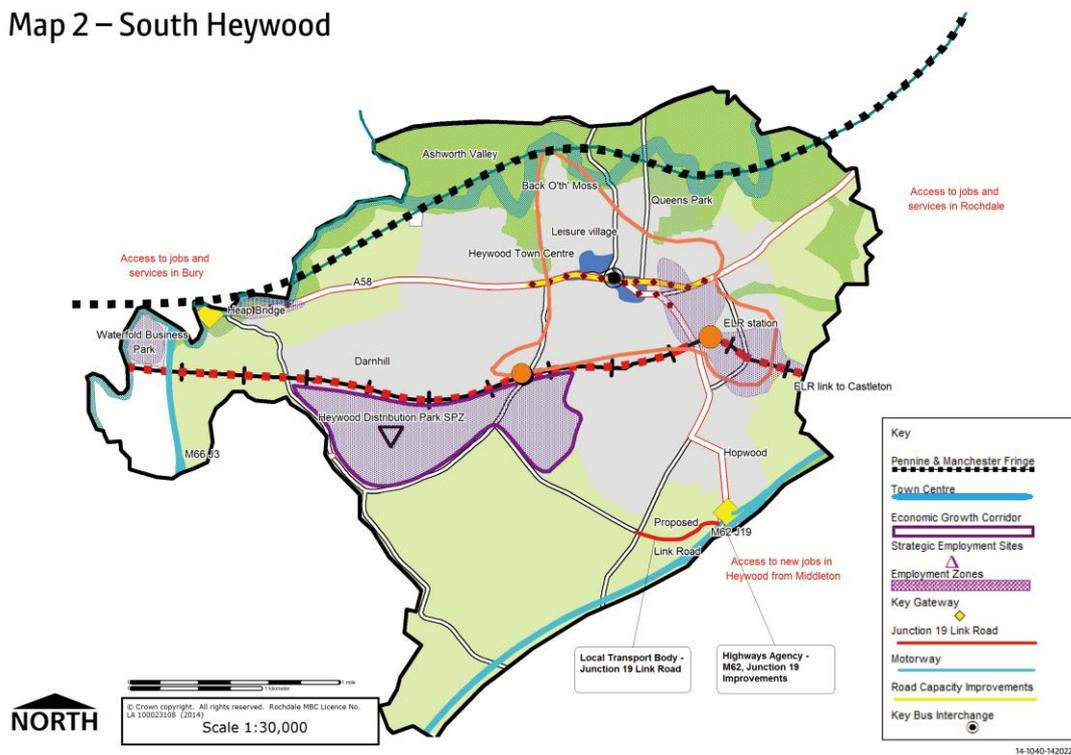
South Heywood Growth Area Wide Improvement (Cost: £19.5 million)

The scheme involves the construction of a 1km link road between the M62 Junction 19 and the Hareshill Road/Manchester Road junction, a tie-in to the M62 at Junction 19 (where the Highways Agency will be delivering improvements), works to the Manchester Road junction, and widening and upgrading of Hareshill Road.

At present, significant levels of traffic are being generated from a number of major employment sites, particularly those located on Pilsworth Road and Hareshill Road. Traffic accessing these sites primarily uses the M62 J19 (via Heywood Town Centre) and M66 J3 via the M60 J18, both of which experience significant delays. HGV and commuter traffic between the existing M62 J19 and employment areas of Heywood, Rochdale and Bury also contribute to congestion and delays on the local highway network, which has led to ‘rat-running’ by vehicles travelling to the south Heywood area. Future growth in the area will make this problem worse.

The scheme will improve access to employment sites and future development, reduce congestion in Heywood town centre and ‘rat-running’ on local roads. It will also reduce traffic using J18 of the M60 (Simister Island), which is congested at peak times, by providing a more direct link to the South Heywood area from the M62.

Map 2 – South Heywood

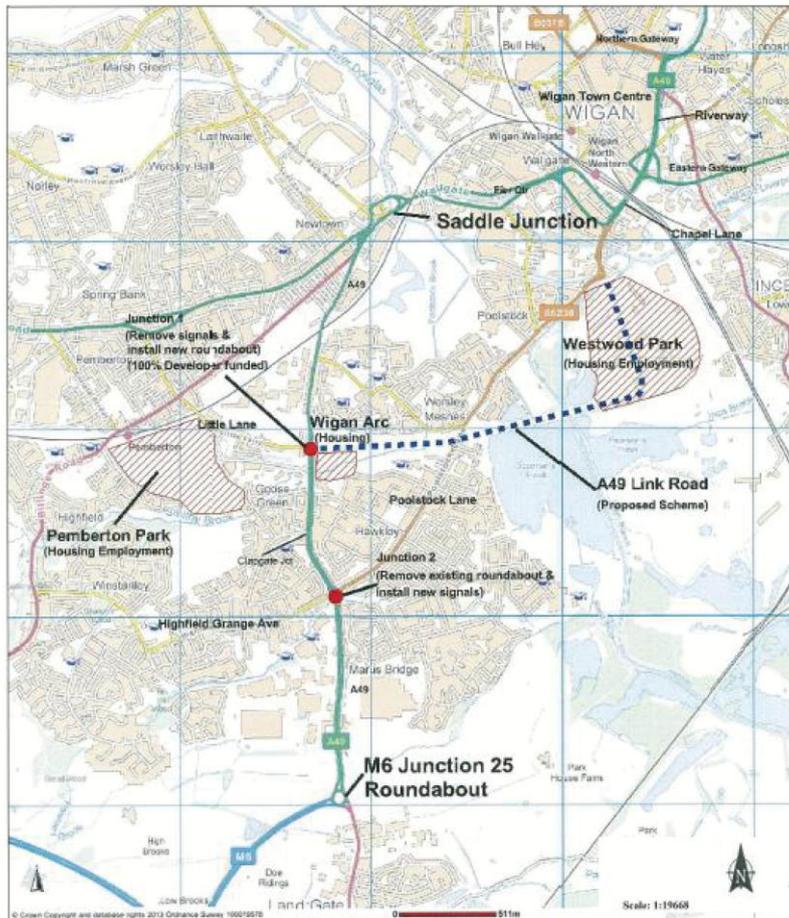


Wigan Gateway - A49 Link (Cost: £24.95 million)

The scheme is a new 2.5km link road to complete a dual carriageway link between J25 of the M6 and the southern part of Wigan Town Centre. From a new roundabout junction with Warrington Road at Goose Green, the dual carriageway road follows the route of the old railway line to Westwood Park and the town centre. Better links to the strategic highway network have been identified as a key factor in attracting investment into Wigan and therefore supporting economic growth. The scheme provides a new high profile gateway into Wigan Town Centre from the M6 and links the new Westwood Park employment site, which has the potential to support an additional 1,000 net jobs, to the strategic highway network.

The scheme will also reduce traffic on unsuitable local roads. A history of access restrictions, road safety concerns and congestion at the Saddle Junction has made the B5238 Poolstock Lane/Chapel Lane a preferred option for drivers accessing the Town Centre for some time, causing congestion and a poor environment for residents. The new link road will reduce traffic on this route, allowing environmental improvements to be made through the minor works programme (see below).

Map 3 – Wigan Gateway A49 Link

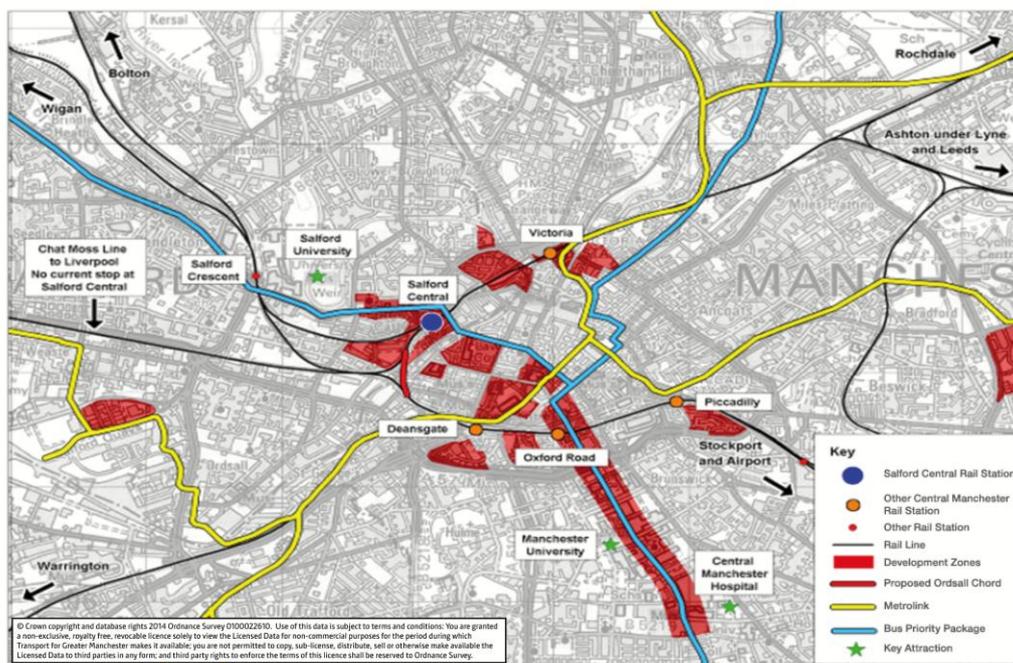


Salford Central Station – Additional Platforms (Cost: £20.44 million)

The scheme consists of three new platforms with canopies, accessed by lifts and stairs along with passenger improvements including: new lighting, public realm resurfacing, waiting/shelter facilities, passenger toilets, new furniture, safety and security measures, real time passenger information displays, help points, public address systems and signage.

The three additional platforms will allow local trains to Eccles, Huddersfield, Newton-le-Willows and Stalybridge, which currently pass through the station without stopping, to stop there. Once the Ordsall Chord has been built (due to open in December 2016), trains to/from Chester, Leeds, Liverpool, Manchester Airport, Newcastle, Warrington and York will be diverted on to this route and will be able to call at Salford Central provided extra platforms are built. The project is designed to double the number of trains able to stop at the station, catering for growing passenger numbers and improving access to the expanding commercial districts of Manchester and Salford.

Map 4 – Salford Central



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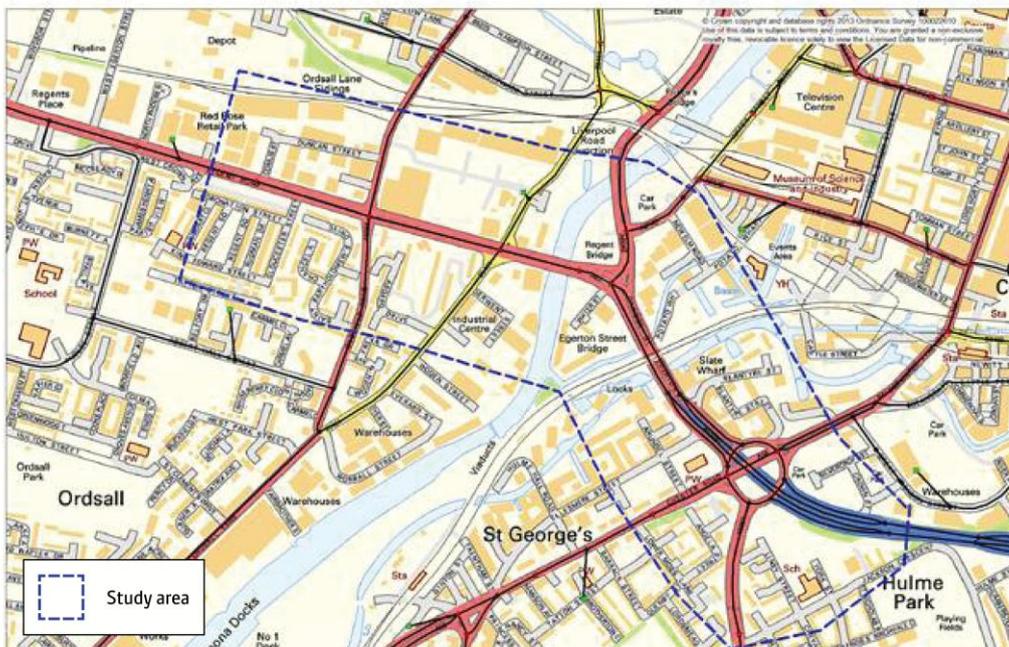
City Centre Transport Strategy – Manchester/Salford Inner Relief Route Improvements at Regent Road, Water Street and associated junctions (Cost: £15.0 million)

The Regent Road – Water Street junction is the most congested on the Manchester and Salford Inner Relief Route (MSIRR). The aim of the scheme is to reduce the impact of congestion on the approaches to the junction and at adjacent junctions with a focus on improving capacity on the six main movements whilst also improving the performance of the MSIRR itself. This will include the adjacent junctions of Trinity Way/Irwell Street and Chapel Street and the merge from Chester Road roundabout which also suffer severe levels of congestion.

Improving traffic conditions at these locations will be essential to ensure that congestion does not act as a brake on economic growth, including plans for significant development in the surrounding area (e.g. Salford Central, Spinningfields, Middlewood Locks and the Granada site). Severe congestion at this junction causes traffic to route via city-centre streets to access car parks, which affects the environment of the central area. The City Centre Transport Strategy aims for more cars to use the MSIRR, to allow greater priority to be given to public transport, cycling and walking within the city centre.

A further improvement will also be made to Middlewood Street/Liverpool Street, which will receive additional traffic as a result of the Regent Road/Water Street scheme.

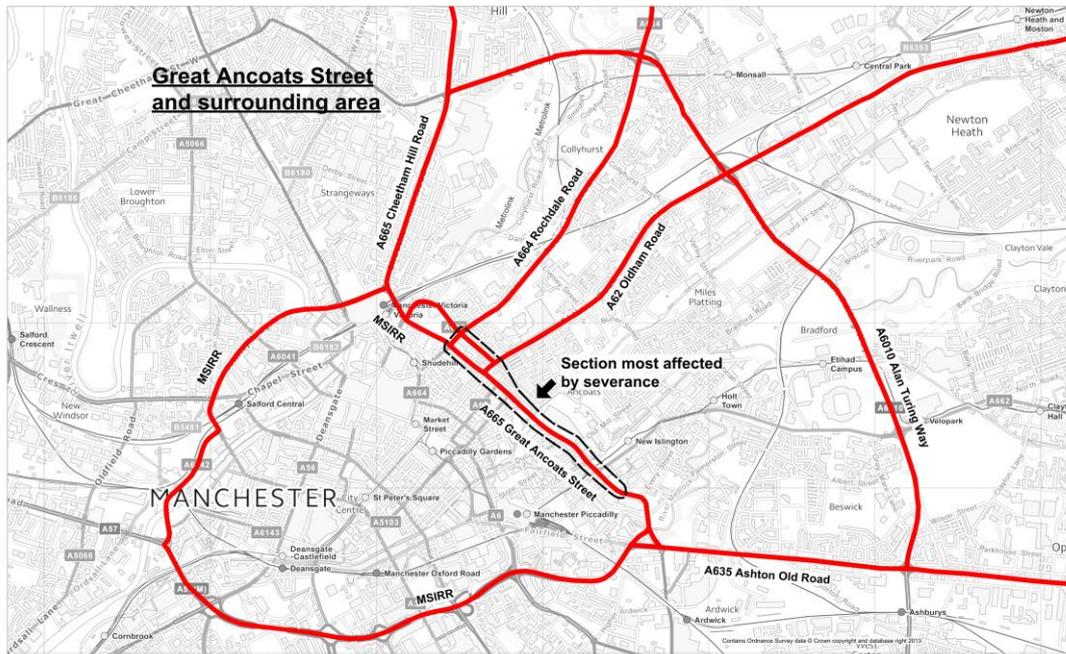
Map 5 – MISRR Regent Road



City Centre Transport Strategy Manchester/Salford Inner Relief Route Improvements at Great Ancoats Street (Cost: £10.0 million)

The Great Ancoats Street section of the MSIRR divides the city centre from the residential areas to the north and east. These areas have potential for further growth, but the poor quality environment created by a major through road makes them less attractive to developers. The proposals aim to reduce the impact of Great Ancoats Street and improve routing of traffic around the north-east side of the Regional Centre, including ensuring that traffic makes maximum use of Alan Turing Way, a purpose-built orbital route, where it offers a good alternative to Great Ancoats Street. A package of measures will be introduced to reduce the separation caused by Great Ancoats Street, including improvements to pedestrian crossings. In addition, the scheme could include the use of real-time variable messaging systems (VMS).

Map 7 – MSIRR Great Ancoats Street



Wigan Gateway Hub (Cost: £15.72 million)

The Wigan Gateway Hub Scheme will involve the improvement of the existing Wigan bus station in order to support the wider delivery of commercial and economic development projects within the town centre. Public transport in Wigan town centre currently offers a poor environment in terms of information, signing and perceptions of personal safety, and there are weak connections between the town centre (including the bus station) and the rail stations. The package of works will improve passenger facilities at the bus station as well as clear information about rail services and connections to key destinations within the town centre.

A number of developments in the vicinity of the bus station are increasing the need for improved passenger facilities. These include the enhancement of the Learning Quarter, where the consolidation of educational facilities means that over 6,000 students are now based close to the bus station and the recently opened Youth Zone is expected to attract up to 3,000 visitors per week. A £60M redevelopment of the adjacent Galleries Shopping Centre, to provide new retail and leisure facilities, and the economic development of the wider town centre area will further increase the demand for good transport links.

Map 8 – Wigan Gateway Hub



Stockport Town Centre Access Plan (Cost: £73.21 million)

The Stockport Town Centre Access Scheme includes a comprehensive mix of transport schemes that will improve access to the area for buses, cyclists and pedestrians. The package will also rationalise traffic movements throughout the area by providing additional capacity on some routes to allow traffic to be reduced on others. In particular the A6 corridor, which is one of the key strategic routes from Derbyshire and Cheshire into Greater Manchester, acts as a significant barrier between the east and west of the Town Centre due to congestion, high levels of traffic flow and poor pedestrian crossing facilities at key locations. It also results in a poor pedestrian link between the rail station and retail area.

The scheme includes corridor improvements to key roads including the A6 (where traffic volumes will be reduced, allowing environmental improvements and making it easier to cross), a new link road (between the A6 and Travis Brow), a town centre-wide 20mph zone, improved access to Stockport rail and bus stations, improved bus priority facilities along the A6 and on east /west routes into the town centre, improved cycle and pedestrian links, a better street environment and signing. An early element will be the widening of St Mary's Way between the A6 and M60 on the east side of the town centre. These measures will improve reduce congestion on key routes and improve access to/from the M60 and key development sites including: Stockport Exchange, Bridgefield, Knightsbridge, Heaton Lane & Stockport Interchange, and Gorsey Bank.

Map 9 – Stockport Town Centre Access

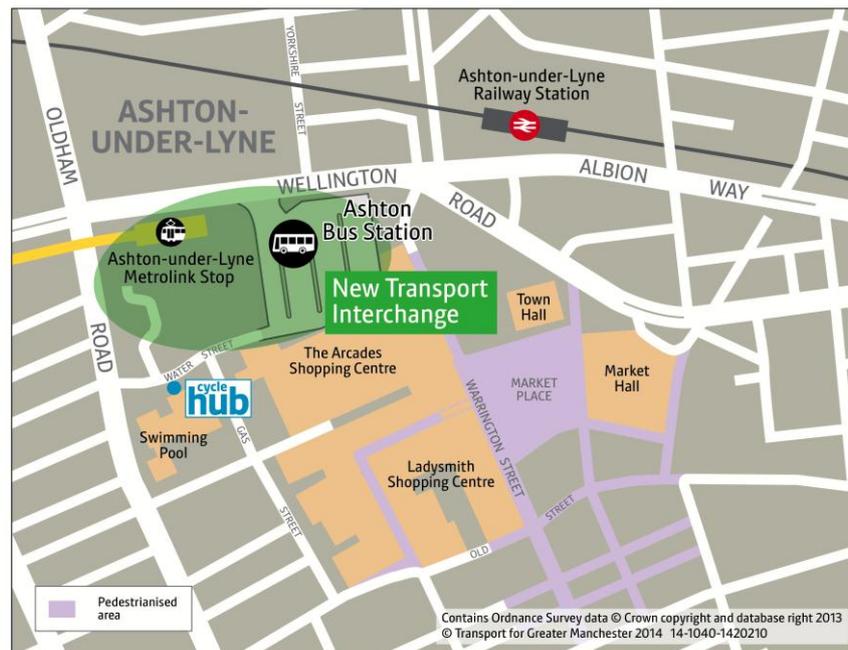


Ashton Town Centre Interchange (Cost: £32.7 million)

The scheme involves building a new multi-modal facility within Ashton Town Centre replacing the current five 'island' bus passenger waiting shelters with a single high quality interchange building. This will create an attractive public transport gateway to Ashton-under-Lyne, incorporating bus and Metrolink within one site.

Although Ashton is a well-used retail centre, it has been identified as the fifth most 'at risk' nationally from key consumer trends which threaten town centres. Its survival depends on significant restructuring to drive growth and employment and the Ashton Strategy emphasises the need to maximise the impact of the new Metrolink line. The redevelopment of the bus station to provide an interchange with Metrolink and a high quality gateway to Ashton will play an important role in this. The development of the new multi-modal interchange facility will greatly improve linkages to the town centre, rail station, Arcades Shopping Centre and new Cycle Hub at Ashton Pool, ultimately reducing the number of car trips that will be generated by the proposals set out in the 2012 Town Centre Development Prospectus.

Map 10 – Ashton Interchange

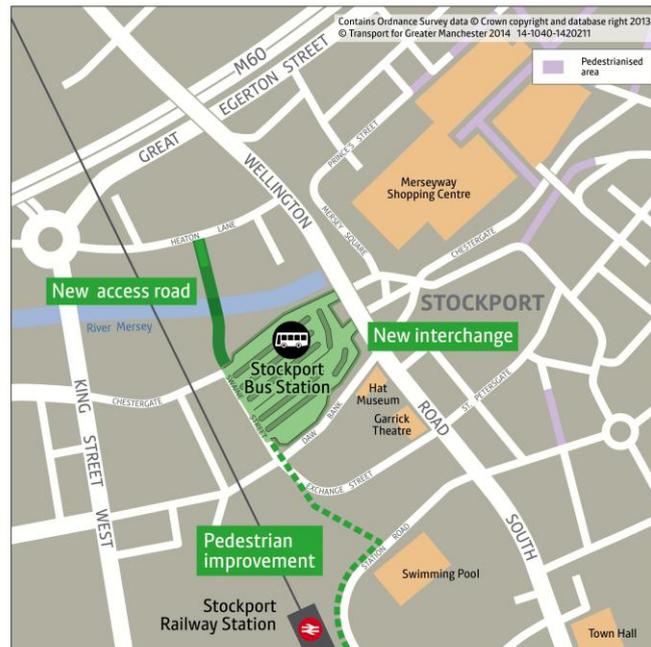


Stockport Interchange (Cost: £41.75 million)

The scheme involves replacing the existing interchange with a new facility that provides better quality passenger facilities, makes it easier to connect with rail services and makes provision for the future extension of Metrolink into Stockport town centre. It will include coach and taxi facilities as well as a cycle hub. Despite being a central hub within the town's transport network, the current interchange is unattractive in terms of its physical appearance, whilst linkage between the bus station and rail station is poor due to the distance, level difference and indirect routes.

The new interchange is also a critical component of the 2005 Future Stockport Masterplan, with a key role in supporting the economic aspirations of Stockport and regeneration of the surrounding area, including the office led redevelopment of the Stockport Exchange site. The new Interchange will be accessed via a new bridge across the River Mersey linking to Heaton Lane, which will allow the closure of Mersey Square to traffic and therefore support the town centre bus strategy. The scheme will also make it easier for passengers to access the A6 and the town centre.

Map 11 – Stockport Interchange



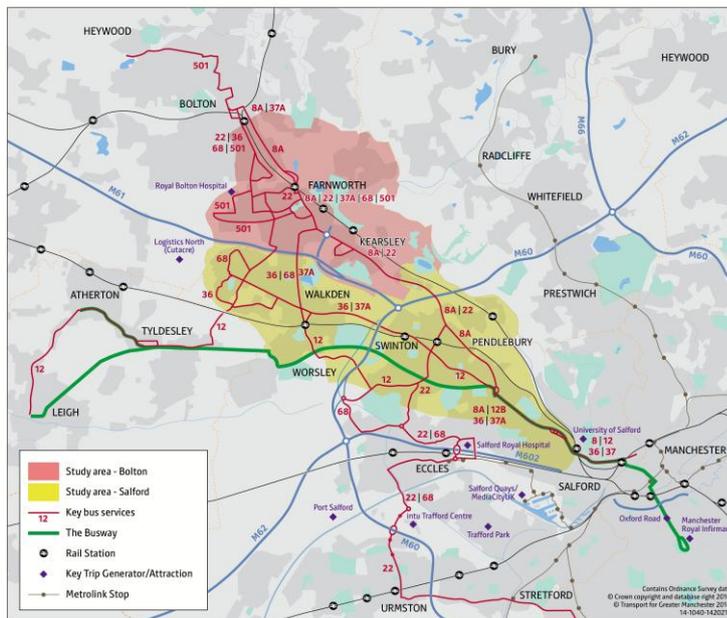
Bolton– Salford Quality Bus Network (Cost: £39.66 million)

This scheme provides a comprehensive package of improvements for pedestrians, cyclists, bus and rail passengers, focused around a Quality Bus Network that will serve over 100,000 residents in Bolton and Salford and benefit over 12 million bus passengers per year.

We are investing in finding solutions in the Bolton – Farnworth/Walkden – Swinton – Manchester corridor which, compared to other areas of Greater Manchester, has very poor punctuality and reliability of bus services and inadequate public transport connections. This results in poor public transport connections to important places of employment such as Bolton Town Centre, Manchester City Centre, MediaCityUK and Trafford Park. The causes of these problems include peak-time highways congestion, a lack of bus priority measures and poor integration between bus and infrequent local rail services.

To address these issues, a range of on-highway improvements and better passenger waiting facilities, aimed at making walking, cycling and bus travel safer, quicker and more reliable, will be developed in consultation with local residents, businesses and local transport operators. These improvements will also aim to make the district centres of Farnworth, Walkden, Swinton and Pendleton more pleasant places to live and visit. At the same time bus operators will be consulted and encouraged to review and improve the timetabling and routing of services to give local residents better access to employment and education opportunities throughout Greater Manchester, including better interchange with regional rail services.

Map 12 – Bolton/Salford Quality Bus Network



Metrolink Improvement Package (Cost: £44.4 million)

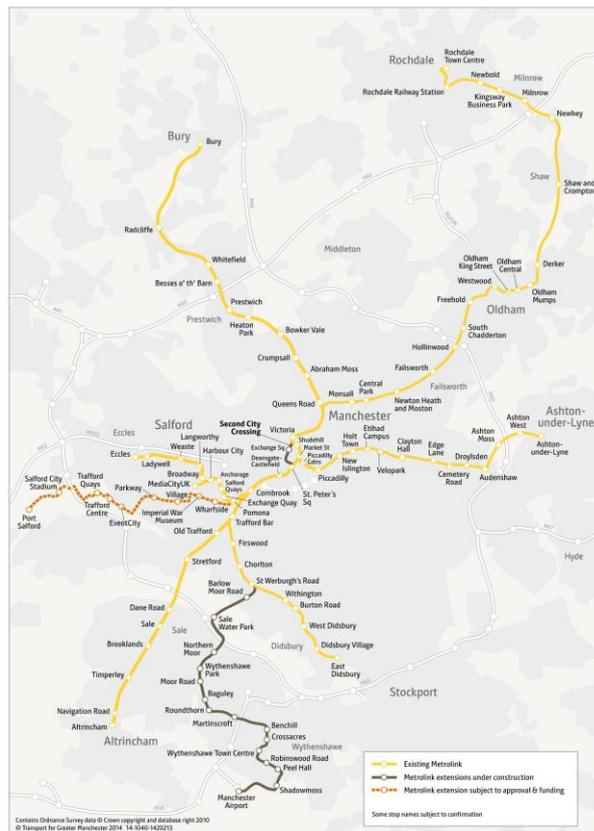
The scheme covers the purchase of at least 12 additional trams for the Metrolink network, which has experienced a 40% increase in demand in the past three years. These may be used on a variety of lines, with the intention that one vehicle be held back as a fleet reserve, for maintenance and to improve operational resilience. The investment will help provide the capacity needed for the expected further growth in Metrolink patronage, particularly as a result of growth at MediaCity, Central Park and Airport City, and provide improved access to key employment zones with reduced overcrowding on those services.

The scheme also covers supporting infrastructure including;

- the installation of a new wheel lathe for the Trafford depot;
- two substations in the Brooklands and Whitefield areas; and
- a turnback at Sale to allow services to be operated more flexibly, making the network more resilient when problems occur.

These facilities in combination improve the capability of the whole network, increase resilience and improve operational reliability.

Map 13 – Metrolink Future Network



Trafford Park Metrolink (Cost: £350 million)

GMCA is committed to building a Metrolink extension to Trafford Park, reflecting its importance to the GM economy. Over 1,300 businesses and 33,000 jobs are located in Trafford Park, with a significant number employees coming from across the conurbation. Despite having the largest concentration of employment in Greater Manchester outside the regional centre, the area has traditionally been poorly served by public transport. The 5.5km line will extend to the Trafford Centre, incorporating stops at major employment sites and visitor attractor locations such as Event City/Barton Square, Imperial War Museum North, Trafford Park and the Trafford Centre (see Map 13). This scheme will both help existing businesses to attract employees and enable Trafford Park to grow further as a key location for employment and leisure. Importantly it will also improve access to employment from across GM. We also plan to investigate, in the future, extending the Trafford Park Metrolink Line to Port Salford and the Barton Strategic site, which will enhance the accessibility of the area by public transport.

Formal public consultation on the scheme began in July 2014. This will be followed by the submission of a Transport and Works Act order application to the Department for Transport in the summer of 2015, seeking the necessary powers to construct the line. GMCA has approved initial funding, including the £20 million required to purchase 10 new trams that will serve the line. Subject to a funding agreement being established with Government construction could start in winter 2015/16, with the line becoming operational sometime in 2019.

7. Future Minor Works

While our major schemes will contribute directly to economic growth, our minor works programme, for schemes costing less than £5 million, is designed to create the conditions for growth at the local level, by tackling pinch points and through environmental improvements. It will also extend the benefits of that growth throughout the conurbation by creating a better integrated transport network. To achieve this, our programme for the period 2015/16-2020/21 will focus on five types of scheme, described below. We have currently been awarded £15.2 million towards this programme, for the period 2015/16 – 2016/17, with the opportunity to bid for more funding in the future.

Transport improvements in town and city centres and other major employment areas

The Regional Centre, including Manchester city centre and the adjacent parts of central Salford but also extending westwards to Salford Quays, is the main economic driver for the conurbation. To ensure that the centre can continue to grow without creating additional congestion will require a significant shift to public transport, walking and cycling and increased efficiency in the use of the highway network. Our investment in major transport schemes has been designed to achieve this, but will need to be supported by smaller measures to improve linkages within the centre. Equally important is the need to make sure the city is a pleasant place to live: creating the type of pedestrian and cycle-friendly environment found in major European cities is important in making the Regional Centre attractive to investors.

Our eight principal town centres (Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan) are an important source of employment as well as being key local service centres. Like most town centres in the country they are facing serious challenges as a result of changes in retailing and a review by an independent team of private sector experts² has recommended ways of responding to these changes. Although the recommendations were different for each centre, common themes were the need for a wider range of uses within town centres and the need to bring more potential customers into the retail areas. Our minor works programme will support these strategies in a number of ways: improving access to and links within the centres; reducing congestion by improving sustainable travel; providing access to new developments; and improving public areas to make centres more attractive to visitors.

Local access improvements

Through the GM Transport Fund we are making a very significant investment in raising the quality and capacity of public transport. In addition to this investment in new Metrolink lines, the Leigh-Salford-Manchester Busway and the Cross-City Bus Package, Network Rail has made a major commitment to investment in the rail network through the Northern Hub and Electrification projects. These improvements will make public transport a real option for

² http://www.agma.gov.uk/cms_media/files/12_gm_town_centres_project.pdf

significantly more people, but to encourage this shift we now need to improve local access to stops and stations. Improving pedestrian and cycle routes, providing cycle parking and, where appropriate, park and ride, will make the end-to-end journey as attractive as possible and also widen the catchment area of the network. These local measures will be made more effective by work that is already underway, to provide smart ticketing and real time information as well as to make people aware of their travel options through ‘travel choices’ promotional work.

Improving the market for bus travel

Improvements on key commuter routes are needed to encourage more people out of their cars and so reduce congestion.

Small scale improvements along key bus corridors, tackling ‘hotspots’ where buses experience delay, can help to improve reliability and make the bus a more attractive travel option, particularly for commuting. These improvements, alongside our ongoing work with bus operators to improve performance, through the Greater Manchester bus partnership and smart travel promotion initiatives, will help achieve modal shift and hence reduce congestion which has the potential to damage the economy. We will continue our established ‘Integrated Transport Corridor’ approach to bus priority where we improve conditions for pedestrians and cyclists as part of an integrated package of work. This element of our minor works package will therefore be integrated with our cycling proposals.

Priority for investment will be on those bus corridors where improvements would most support economic growth and where there will be the greatest benefit to passengers. On that basis, we will bring forward packages of minor works on a number of prioritised corridors during the course of our six year programme.

Measures to unlock key growth sites

As a result of the recession, a number of key development sites have become stalled. In a number of cases, small transport schemes can make these sites more attractive to investors, for example providing or improving access roads, tackling a congestion hotspot or repairing a key structure, such as a bridge.

Measures to increase cycling

In 2013 we were successful in a £20 million bid to the Government’s ‘Cycle City’ fund. Our Cycle City programme, Vélocity, sets out the scale of our ambition to make GM cycle-friendly, on a par with major European cities. In addition to the health benefits of increased levels of cycling, we believe that creating an urban environment in which people can walk and cycle safely has wider benefits in terms of making the conurbation an attractive place to live and invest. It is therefore a key element of our growth strategy. Our Vélocity programme includes a commitment to continue the investment beyond that provided through the bid, which initially focussed on access to Manchester city centre from an area within the M60 motorway ring. We now need to extend this programme to improve access into the main town centres, which act

as employment and service centres for a wide residential catchment, and access points onto the public transport network.

Our current funding will allow us to complete a number of schemes, but will not be sufficient to fund all the improvements we believe are needed. We will therefore continue to take any opportunities that arise to bid for additional funding for small schemes.

8. Consultation

In developing our draft programme, we have included those schemes which we believe will best meet our LTP3 objectives, particularly in terms of economic growth, and which can be delivered for the funding we currently have available.

We are now giving key local stakeholders the opportunity to comment, not only on the current draft programme, but on where our priorities should lie in the future. This will be helpful both in further developing our minor works programme and in taking advantage of any additional funding opportunities that may arise, for example through competitive bids.

If you would like to comment on the draft programme, please send your views by email to LTPconsultation@TfGM.com.

Table 1 Major Schemes 2015-2021

Scheme	Summary	Funding Source/Cost			Total Cost £m	Main Contribution to Objectives			
		Local Growth Fund £m	Other £m	Third Party £m		Economy	Carbon	Health	Neighbour- hoods
Public Transport Schemes									
Salford Central Station Additional Platforms	Construction of additional platforms to allow more services to stop at the station	20.44	-	-	20.44	✓	✓	✓	✓
Wigan Gateway Hub	Re-modelled bus station in the town centre, with improved passenger facilities	15.72	-	-	15.72	✓	✓	✓	
Ashton Town Centre Interchange	New bus station with improved facilities, integrating bus and Metrolink services	32.70	-	-	32.70	✓	✓	✓	✓
Stockport Interchange	New Interchange with improved walk link to rail station, new access bridge over the River Mersey and closure of Mersey Square	41.75	-	-	41.75	✓	✓	✓	✓
Bolton– Salford Quality Bus Network	Improvements for pedestrians, cyclists bus and rail passengers, focused around a Quality Bus Network in the Bolton–Farnworth/Walkden– Swinton –Manchester corridor	39.66	-	-	39.66	✓	✓	✓	✓
Metrolink Improvement Package	Extra vehicles to allow for passenger growth and cater for special events, plus an additional ‘turnback’ for more flexible operation	44.37	-	-	44.37	✓	✓	✓	✓

Scheme	Summary	Funding Source/Cost			Total Cost £m	Main Contribution to Objectives			
		Local Growth Fund £m	Other £m	Third Party £m		Economy	Carbon	Health	Neighbour- hoods
Highway-based Schemes									
South Heywood Growth Area Wide Improvement	New link road connecting M62 J19 to existing and future employment and housing development in South Heywood	6.75	3.75	9.00	19.50	✓			✓
Wigan Gateway – A49 Link	New link road between the A49 and the Westwood Park development site	10.29	14.66	-	24.95	✓			✓
City Centre Transport Strategy – MSIRR Improvements at Regent Road/ Water Street	Improvements to the congested Regent Road/Water Street and associated junctions on the Manchester and Salford Inner Relief Route	15.00	-	-	15.00	✓			
Wigan Gateway – Wigan M58 Link	New link road between M6 J26 (with the M58 and A577) and the A571 Billinge Road/Foundry Lane, providing alternative route into Wigan and the Pemberton Park employment site	11.75	-	0.95	12.7	✓			✓
City Centre Transport Strategy – MSIRR Improvements at Great Ancoats Street	Measures to support the expansion of the city centre and reduce severance on Great Ancoats Street, by re-routing of traffic	10.00	-	-	10.00	✓			✓
Stockport Town Centre Access Plan	Measures to improve access to and around the town centre for all modes and improve the environment by diverting traffic and improving the public realm	65.89	7.32	-	73.21	✓	✓	✓	

Scheme	Summary	Funding Source/Cost			Total Cost £m	Main Contribution to Objectives			
		Local Growth Fund £m	Other £m	Third Party £m		Economy	Carbon	Health	Neighbour- hoods
Scheme Subject to Funding									
Trafford Park Metrolink extension	New Metrolink extension serving Trafford Park and the Trafford Centre		350.00		350.00	✓	✓	✓	✓