

Capital Programme 2015/16 – 2020/21: Technical Appendix

This document provides a summary of the business case for each of the major schemes in the 2015/16 to 2020/21 Capital Programme..

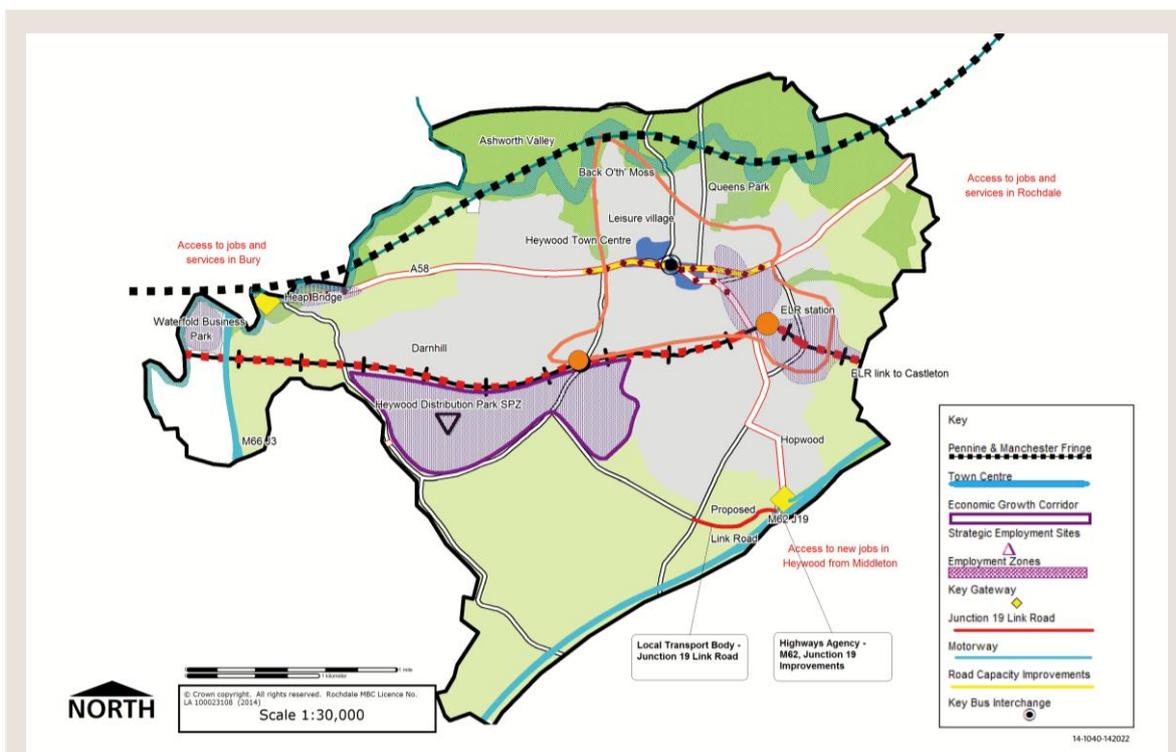
SCHEME NAME:**South Heywood Growth Area Wide Improvement****Headline Description:**

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, works to the Manchester Road junction, and widening and upgrading of Hareshill Road. The scheme would provide access to existing and planned employment sites, including the Heywood Distribution Park/Simplified Planning Zone, and future housing and employment development in the South Heywood area as well as relieving congestion in and around Heywood Town Centre. It is proposed that the new link road and the improvement to the Manchester Road junction would be funded by the LTB, the tie-in to the M62 would be funded by Rochdale Council and the improvement to Hareshill Road would be funded by private sector development. There is a requirement for the link road to be constructed in advance of the development and improvements to Hareshill Road.

The new link road is fully endorsed and supported by the Highway Agency who, as part of their Pinch Point Programme, will be delivering improvements to the M62 Junction 19. The scheme will involve improvements to the roundabout and its connecting slip roads, which will provide better access to Heywood Distribution Park, as well as reducing congestion and improving journey time reliability on the M62 and M66 as a result.

Geographical Location:

The area is bounded by M62 to the south, Middleton Road (A6046) to the east and Manchester Road (A6045) to the west. The proposed link road connects M62 Junction 19, dropping in level from the south-westerly elevation, continuing parallel to the M62 connecting the existing highway network at the Manchester Road and Hareshill Road junction. To the north-west of the site is Siddal Moor Sports College which benefited from the Building Schools for the Future programme. To the west of the site along Hareshill Road is the Hareshill Business Park and Heywood Distribution Park (on Pilsworth Road).



The Challenge:

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 traffic 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. It is likely that these issues will be exacerbated in the future given forecast anticipated growth.

The existing transport networks acts as a constraint to developing the following locations. A series of minor schemes proposals in the area have been identified in the 'Bus Priority and Traffic Management in Bury and Rochdale Districts' report, but none of these provide the direct linkage between the M62 and the South Heywood area, which is required to facilitate the development.

Heywood Distribution Park

Rochdale's Core Strategy identifies South Heywood as an economic growth corridor (Policy E2) and key location for employment development. There is a commitment within the strategy to release additional land for employment and housing use in future years to meet growing developer and investor interest. There is also a commitment within the strategy to promote the development of the existing Heywood Distribution Park which also has the potential to expand onto vacant surrounding sites. In April 2010, the Council granted a Simplified Planning Zone (SPZ) for the Heywood Distribution Park relaxing planning rules to permit a range of

employment generating development to take place within the Park without the need for a planning permission. It clarifies the type of development acceptable to the Council and provides developer flexibility to respond quickly and effectively to changes in market demands and tenants requirements. The SPZ was also designed to support the marketability of the site for future investment recognising the site has some constraints given its indirect access to the M62 motorway.

Kingsway Business Park

Kingsway Business Park is recognised as a Strategic Employment Site for the wider sub region which since 2009 has developed rapidly which much of the site either built or committed through planning permission. The site is nearing its allocated capacity for B8 uses with Policy E4 of the draft Core Strategy seeking to manage the future release of land to meet employment growth needs.

Land north of Hareshill Road

The land to the north of Hareshill Road is being developed through an outline permission for B1, B2 and B8 uses. The outline permission granted in 2010 included for a total of 32,276m² of B1c, B2 and B8 floorspace. A detailed planning permission was granted in 2011 for a Yearsleys distribution cold store comprising 15,000m² of which 11,000 has since been constructed with a further 4,000m² committed to a later phase. A further B1 development was granted planning permission and is nearing completion on part of the remainder of this land. The remaining plot is presently vacant but has the benefit of the outline permission.

Scheme Objectives:

The following specific objectives have been specifically identified for the scheme:

- Maintaining core infrastructure, with the structural standard of Hareshill Road improved through the proposed widening and upgrading;
- Local centres, including residential areas within Heywood will experience a reduction in the number of HGV movements, assisting access to the town centre and improving the local environment;
- Reduced congestion on the A6046 around Heywood Town Centre as well as reducing the number of vehicles using Simister Island junction (M60, J18);
- Unlock sites that have been identified for residential, commercial and employment development in the South Heywood area; and
- Access to employment will be enhanced due to the increased local employment opportunities for residents.

Cost:

Scheme Costs (2013 Prices, £000)		Scheme Funding (Nominal Prices, £000)	
Base Costs	£14,360	GRP Formula	£6,751
Other Costs	£0	GRP Competitive	£0
Contingency / QRA	£2,872	Local Authority	£3,751

Inflation	£2,272	Third Party	£9,002
Total	£19,504	Total	£19,504

Expected Benefits and Outcomes of Scheme:

Whilst the planning approvals are still to be obtained, it is anticipated that the link road will enable the release of land for a major employment area comprising 1.5 million square feet (139,350 square metres) of employment floor space, with the potential to create 3000 new jobs.

The primary benefits of delivering the scheme will be the enhanced attractiveness and accessibility of existing and committed employment sites as well as facilitating future employment and housing developments in the south Heywood area. This future development could potentially include the provision of 400 new residential units and release 32 hectares of additional development land. It would not be feasible to take the development proposals forward without the identified transport improvements.

The scheme will also assist in reducing traffic levels and existing congestion in the Heywood Town Centre area on routes such as the A6046 Middleton Road/Manchester Road. It will also reduce rat running on unsuitable local roads. Residents regularly complain about traffic, particularly HGV's short cutting through Heywood and other unsuitable routes in the area. The scheme will assist in reducing the number of commercial vehicles generated by the South Heywood employment areas from "rat running" via A6045 Heywood Old Road through Birch.

The scheme will reduce traffic volumes using Junction 18 of the M60 (Simister Island), which experiences congestion during peak periods. It will also reduce trip lengths as it provides a more direct link to the South Heywood area from the M62. It will also avoid rat running along Heywood Old Road through Birch village via Junction 20 of the M60.

Rochdale MBC has identified that the scheme is expected to facilitate the delivery of the following benefits/outcomes:

- Substantial capital receipt to the Council;
- Substantial income to the Council through rates and New Homes Bonus;
- Traffic benefits to Heywood Town Centre and the Hopwood Area, including the SRN routes;
- Delivery of 1.5 million square feet of new employment space;
- Creation of 3000 new jobs (gross);
- Development of 400 new homes;
- Reduction in HGV mileage from Heywood Distribution Park; and

Removal and redirection of inappropriate traffic in and near residential communities.

Value for Money Statement:

Monetised Benefits	Initial appraisal with a cordoned traffic model to derive benefits. Simple, non-optimised representation of scheme coded. Time savings and vehicle operating cost monetised benefits only included to date. PVB = £18.3 million
Costs	Optimum bias has been applied at 44% for the appraisal. At this stage no allowance has been made for operating costs or renewals. Expected contributions from developers. PVC = £11.4 million
Initial BCR	1.6
Non-monetised impacts, SDIs	Monetised appraisal excludes significant economic benefits associated with the housing and business park that appear need the new link. Wider benefits to Heywood town centre including reduced congestion.
Robustness of Appraisal	Appraisal considered conservative lower bound of BCR. Fuller appraisal being developed for next gateway submission to GM LTB, including the dependency of development of the scheme being constructed.
VfM category	Medium

Risk - Impacts if Scheme was not Delivered:

No alternative development site has been identified in Rochdale. The link road is a planning approval requirement to release the Heywood land for development, which is dependent on the link road being created and improvements to Hareshill Road.

Links to Other Programmes:

The scheme links to other interventions contained within the 'Bus Priority and Traffic Management in Bury and Rochdale Districts'. These proposals are now to be considered for potential future ITB funding.

The scheme also compliments the Highways Agency's Pinch Point scheme at M62J19, which is focussed on making improvements to the existing roundabout and connecting slip roads.

Governance and Delivery:

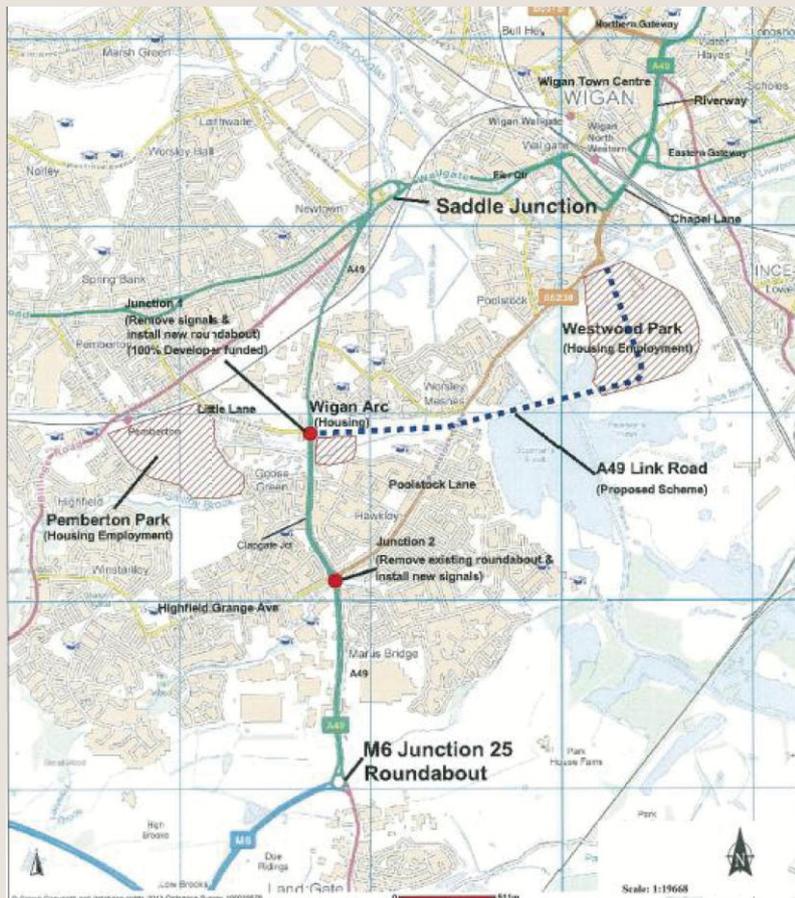
There will be a specific report and project management team delivering and reporting through the Highways Service. This will include required approvals at Cabinet and via the respective planning committees.

SCHEME NAME:**Wigan Gateway – Wigan A49 Link****Headline Description:**

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. The scheme provides a new high profile gateway into Wigan town centre from the M6 and links a new employment site, Westwood Park to the strategic highway network. 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. Overall Westwood Park is estimated to have the potential to support an additional 1,000 net jobs¹ when taking into consideration job displacement, transfer of jobs and leakage and therefore access and connectivity are critical to supporting development and economic growth on this site.

Geographical Location:

The scheme is located to the south and west of Wigan Town Centre. From the A49 (Warrington Road) at Goose Green the link follows the alignment of a disused railway line to the south of Poolstock, crossing the B5238 Poolstock Lane and Scotman's Flash before linking to Westwood Way in the Westwood Park development site.



¹ Foundation Business Connections – A49 Improvements Works Business Plan, North West Objective 2 Programme 2000-2008 ERDF Application under Priority 3, Measure 3.1 (2002)

The Challenge:

Improvements in accessibility and connectivity on the strategic highway network are a key factor in attracting investment into Wigan and therefore supporting economic growth. Key stakeholders as well as the findings that emerged from successive B2B reports published in 2002, 2007 and 2010 have all reinforced the view that poor highway access is one of the key factors hindering investment in the borough. A 2010 study by GVA also highlighted that in terms of employment land Wigan has a “supply constrained demand”. This issue is particularly prevalent to the west of Wigan where despite proximity to the M6, access to the motorway and also internally weaken the case for investment.

The B5238 Poolstock Lane/Chapel Lane has been identified as the busiest ‘B’ class road in the borough carrying almost 26,000 vehicles on an average weekday. A history of access restrictions, road safety concerns and congestion at the Saddle Junction has made the B5238 a preferred option for drivers accessing the Town Centre for some time. The relatively low capacity in relation to traffic volumes, allied with terraced residential frontages and local amenities, can therefore result in peak congestion and queuing. As a major route for traffic accessing the Town Centre from the south of the Borough the congestion issues that are currently present act as a constraint to Town Centre access and increase journey times. Local congestion also occurs on the A49. As well as congestion the area also lies within an Air Quality Management Zone.

The new link will provide a link from the M6 to Westwood Park, a strategic employment site located to the south of Wigan Town Centre. The new link road is required to support the development of the site, both for employment uses and to support the provision of new homes. The new link will also provide an important strategic link through the town centre and will act as a catalyst for further economic development and growth across the wider area.

Scheme Objectives:

The A49 link road is a key strategic link that has been identified in the Wigan Councils Corporate Strategy; Economic Framework, Local Plan: Core Strategy and Transport Strategy, all of which emphasise the importance of transport in delivering economic prosperity. The councils Confident Places Plan also emphasises the need for a robust transport network that maximises connectivity and accessibility to support economic growth. A well-connected, integrated and attractive transportation system will be integral to the economic success of the Borough.

The following core objectives have been identified that represent the aspirations for the transport network:

1. Sustainable transport to deliver economic, environmental and social outcomes;
2. Equitable access between communities, businesses, services and goods;
3. Diverse and adaptable networks for choice and resilience; and
4. Attractive transport experience to encourage modal shift.

A congestion study undertaken in 2010 highlighted that the B5238 Poolstock, south-west bound during the PM Peak, was in the top three congestion hot spots in the Borough whilst the study also highlighted the importance of this corridor for trips between central Wigan and the Motorway network. The proposed scheme will provide a dual carriageway route from the M6 J25 to the heart of Wigan Town Centre. Improving transport links to the motorway network are priorities for Wigan Council as it will provide local communities with congestion relief benefits and wider access to jobs within Wigan and beyond whilst also providing road safety and air quality improvements.

Cost:

Scheme Costs (2013 Prices, £000)		Scheme Funding (Nominal Prices, £000)	
Base Costs	£18,537	GRP Formula	£10,295
Other Costs	£0	GRP Competitive	£0
Contingency / QRA	£3,707	Local Authority	£14,658
Inflation	£2,709	Third Party	£0
Total	£24,953	Total	£24,953

Expected Benefits and Outcomes of Scheme:

The scheme has the potential to boost the economic performance and profile of Wigan by facilitating the development of new employment sites and establish new residential developments.

Improving accessibility and reducing congestion (in particular in the Poolstock area) would also help improve the quality of life and environment locally whilst reducing severance. Releasing road space on Poolstock Lane would improve journey times for bus services, improve safety and the local environment. The new link road also incorporates a new shared use / multi user path along its length providing enhanced sustainable transport connections for local trips between communities and to the Town Centre.

As part of the scheme, there are also proposals to provide direct access to a new visitor centre which aims to increase the number of visitors to the Wigan Flashes (a significant wildlife site) therefore enhancing opportunities for leisure for the local area.

Value for Money Statement:

Monetised Benefits	High-level, fixed matrix morning peak assignment has been undertaken and run through TUBA, annualising and discounting the benefits to 60 years. Morning peak and evening peak impacts only have been included to date. Time savings and vehicle operating cost benefits only included to date. PVB = £56.1 million
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Costs	Optimum bias has been applied at 44% for the appraisal. At this stage no allowance has been made for operating costs or renewals. Key cost risk is the sale of land required to support the local funding contribution. PVC = £30.2 million
Initial BCR	1.86
Non-monetised impacts, SDIs	Monetised appraisal excludes significant economy benefits associated with the housing and business park development at Westwood Park. There will also be accident savings and benefits from the traffic calming for the B5238 Poolstock Lane. Potential negative environmental benefits for water environment and biodiversity.
Robustness of Appraisal	Current appraisal is likely to be low given limited range of benefits included in the BCR. Fuller appraisal being developed for next gateway submission to GM LTB. Need to include variable demand modelling impacts in the appraisal of time highway savings. Also need to show the case for the scheme with the M58 Link Road to maximise the overall benefits to the wider Wigan area.
VfM category	Medium

Risk - Impacts if Scheme was not delivered:

Planning agreements are in place which has secured the necessary private sector contributions, although these are insufficient to cover the scheme in its entirety. A lower cost, single carriageway option has been assessed but is not considered to provide the desired level of capacity improvements nor deliver the full extent of the outcomes required (enhanced connectivity, improved congestion, unlocking economic growth and development).

Links to Other Programmes:

The A49 Link Road is a prioritised infrastructure improvement for the Council. Its connection to the wider transport aspirations in the borough are demonstrated in the Transport Strategy, but this scheme complements the proposals for a Wigan M58 Link in particular.

The combined schemes would provide a direct link into west Wigan and Wigan Town Centre from the M58. As well as helping to reduce congestion from the West of Wigan and improving access to the Motorway the scheme also complements the A49 in its strategic support for regeneration sites and economic development in the town as a whole.

The scheme also directly connects with proposals to enhance access to the Wigan Arc development site located to the east of the A49 near Little Lane. Redwater Intrinsic Partnership Ltd, the development company have received outline planning approval to build 86 residential units, with access to the site being provided through the delivery of a new junction on the A49. A Land Agreement is in place in which it states the funding requirement and triggers for delivery of the new junction.

Governance and Delivery:

The project would come under the remit of the Council's Major Projects Board, which meets on a monthly basis and is Chaired by Director for Economy & Skills. The Board reports to the Confident Places Scrutiny Committee and to Deputy Leader / Portfolio holder for Regeneration.

The Major Projects Board manage and monitor progress, issues and risk management of corporate projects and due to the collaborative attendance of key officers, they are able to identify and mitigate risks / issues for delivery at an early stage.

SCHEME NAME:

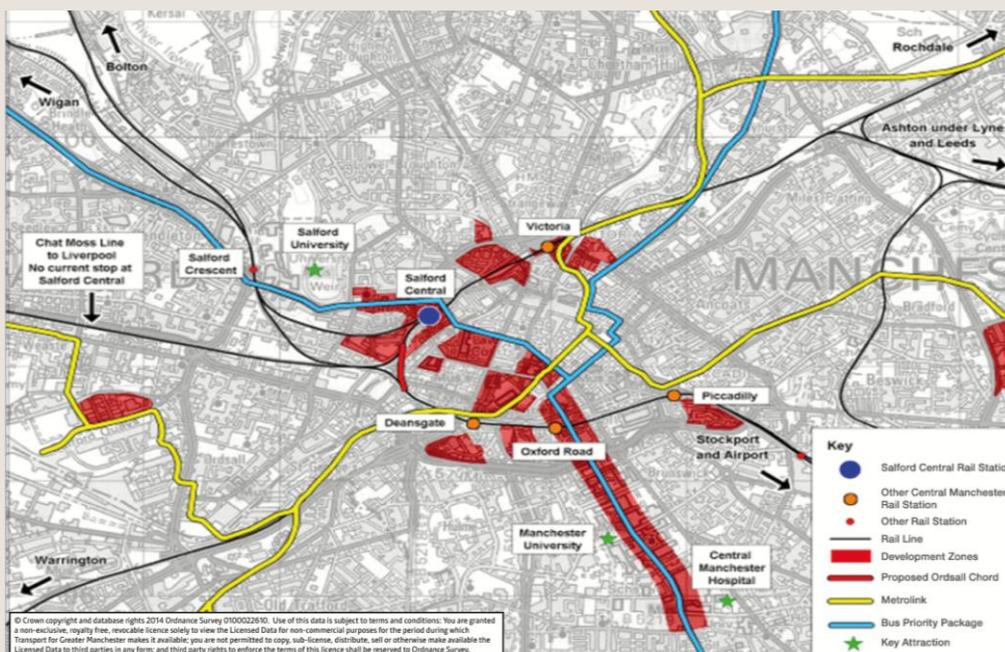
Salford Central Station – Additional Platforms

Headline Description:

The three additional platforms will establish the station as an important element in the north of England's refreshed rail infrastructure. The project is designed to double the number of trains able to stop at the station to accommodate growing passenger numbers and improve access to the expanding commercial districts of Manchester and Salford. The improved station will accommodate services on the existing rail network and also those using the proposed Ordsall Chord - scheduled for completion December 2016. In particular the platforms will enable trains from Liverpool, Leeds and Manchester Airport to stop at the station.

Geographical Location:

The area surrounding Salford Central station offers the greatest opportunity for new development and employment generation within the Regional Centre. It is the closest station to Spinningfields, the city's new central business district, which has an established concentration of employment and provides further opportunities for expansion. The station sits within the boundary of the largest planning application ever approved by Salford City Council. Covering the area from Chapel Street to the River Irwell the application (approved in 2012) covers 17.7ha and will rejuvenate a large part of the city and some developments in the Salford Central area have already started on site. Both developments, and other potential schemes (e.g. development of the Middlewood Locks and Granada sites), will greatly benefit from improved public transport links to cater for staff and business trips.



The Challenge:

At present the station has poor connectivity with four tracks, but only two platforms, limiting the number of trains able to stop at the station. The current constraints prevent some of the busiest trains in the region from stopping at Salford Central whilst also meaning that the station does not serve routes to key destinations including Liverpool and Leeds. Train services from the Airport will be introduced in December 2016 when the Ordsall Chord is opened as the key project in Phase 1 of the Northern Hub programme of infrastructure enhancements. This limits the station's capability at a time of growing demand.

The diversion of services in December 2016 (to release track capacity elsewhere in the city centre for use by other services) will inconvenience a number of passengers if the proposed new platforms are not available at Salford Central Station. For example, some passengers who currently access the Universities and Hospitals via Oxford Road station will be diverted to Victoria station unless the platforms are built to enable them to interchange with Cross-City bus services at Salford Central.

This project will deliver capital investment to improve the function of Salford Central station, especially the connectivity to the wider rail network and destinations served across the whole of the north of England. The additional platforms project will establish the station as an important element in the city's refreshed rail infrastructure. The project is designed to double the number of trains able to stop at the station to accommodate growing passenger numbers. The improved station will accommodate a higher number of services on existing routes and cater for an expanding network once the Northern Hub (including the Ordsall Chord) improvements have been delivered.

Scheme Objectives:

Objective 1 – Support increased capacity: The works will increase the capacity of Salford Central station to accommodate 18 trains per hour in each direction at peak times up from 8 trains per hour in each direction (including longer trains) thereby supporting 2.2-2.4 million trips per annum in 2016, up from 1.2 million per annum (2009-2012 average);

Objective 2 – Improve patronage and connectivity: The project will support increased use of rail through Salford Central - a key access point for central Manchester and therefore a sustainable and convenient transport option within the sub-region. This will be particularly important as network routing within Manchester alters as a result of the Northern Hub, which enhances connections to other towns and cities in the north of England, especially Liverpool and Warrington, and Manchester Airport (the largest UK Airport outside south east England). The Northern Hub project will allow all five central Manchester stations to be connected and for key services from other parts of the sub-region and region to stop at Salford Central for the first time;

Objective 3 – Accelerate the development of employment sites: Investment in rail infrastructure will significantly enhance the development potential of sites close to the station (including the intensification of the Spinningfields development and redevelopment of the Chapel Street/New Bailey area) and improve public transport access to other employment

sites within the Manchester central area – including the Manchester universities and hospitals;

Objective 4 – Support employment creation and GVA uplift within the Regional Centre: This will be supported through the development of new sites in the surrounding area. For example, Spinningfields will accommodate 25,000 jobs when fully occupied and the committed Salford Central/New Bailey redevelopment is forecast to generate between 9,000 and 10,000 jobs over the next 10-15 years.

The proposals complement investment being delivered as part of the Northern Hub programme which creates the opportunity to link central Salford directly with the core cities of Liverpool, Leeds and Newcastle, and with Manchester Airport - if these additional platforms are constructed. They would create a unique facility for a rail network by linking five stations within a central business district with a key international airport and other major centres of economic activity. There is also the possibility of a through rail service to London, but this is subject to development of private sector investment proposals and regulatory approval.

Cost:

Scheme Costs (2013 Prices, £000)		Scheme Funding (Nominal Prices, £000)	
Base Costs	£13,220	GRP Formula	£20,436
Other Costs	£0	GRP Competitive	£0
Contingency / QRA	£4,759	Local Authority	£0
Inflation	£2,457	Third Party	£0
Total	£20,436	Total	£20,436

Expected Benefits and Outcomes of Scheme:

Works are planned to comprise of three new platforms with canopies, accessed by lifts and stairs. Passenger improvements are proposed to include 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, all of which is designed to a standard which is accessible, sensitive to the environment.

The new platforms will enable trains to stop at the station that would otherwise pass through without stopping.

The new platforms would be used by trains to/from Chester, Leeds, Liverpool, Manchester Airport, Newcastle, Warrington and York, none of which currently serve the station. All these services will be diverted on to this route with the construction of the Ordsall Chord (due to open December 2016) and are in addition to local services to Eccles, Huddersfield, Newton-le-Willows and Stalybridge that currently use the line without stopping, but would also be able to use the additional platforms.

The scheme will help maximise the benefits that are derived as a result of the Northern Hub infrastructure investments:

- The scheme will increase the number of platforms at Salford Central station from two to five, and the number of trains stopping per hour in each direction during peak periods from around eight to around 17;
- The additional platforms enable trains from Eccles, Ashton-under-Lyne, Stalybridge, Liverpool, Leeds and the Airport to stop at the station;
- Through interchange with the Leigh-Salford-Manchester Busway / Cross-City Bus proposals the platforms improve access to the Universities, Hospitals and Airport;
- Access to the Regional Centre and its Central Business District will be improved; and
- The focus is on delivering economic growth whilst promoting sustainable travel, in keeping with the objectives of the Greater Manchester Strategy and Local Transport Plan.

Economic analysis shows that the redevelopment of Salford Central Station could create up to **810 jobs across GM**, 750 (93%) of which are located within Salford. This equates to a potential **net increase of £48.5m in GM's GVA per annum**; just over £41m (85%) of which would be created in Salford.

Value for Money:

Monetised Benefits	Greater Manchester station usage data and public transport model to derive passenger benefits from reduced access time within Manchester city centre through less walk time. Changes in public transport revenues expected with increased rail demand. External benefits, particular decongestion, based on via unit rates. Scheme helps maximise the benefits of the Northern Hub schemes and proposed new service patterns, including services from the station to the Airport. PVB = £97.3 million (2010)
Costs	Capital costs, renewals, operating costs, plus 41% OB. PVC = £23.7 million
Initial BCR	4.1
Non-monetised impacts, SDIs	Wider economic impacts (incl. GVA) linked to economic growth at Spinningfields and regeneration of Chapel St corridor. Strong integration to LMS, cross-city bus schemes. SDI analysis required to show extent of benefits across the County, and areas outside,
Robustness of Appraisal	Sensitivity tests on assumed rail demand growth need to be conducted but the VfM category is robust. Need to confirm impacts of train crowding and net rail revenue changes. Appraisal with local development assumptions may further strengthen the case for the scheme.
VfM category	Very High

Risk – Impacts if Scheme was not Delivered:

The diversion of rail services in December 2016 (to release track capacity elsewhere in the city centre for use by other services) will inconvenience a number of passengers if the platforms are not available. For example, some passengers who currently access the Manchester Universities and Hospitals via Oxford Road station will be diverted to Victoria station unless the platforms are built enabling them to interchange with Cross-City bus services at Salford Central.

No other funding source for the platforms has been identified. They have not been included within the Department for Transport funded package of Northern Hub works and applications for funding from other sources have not been successful. An application for ERDF funding was made in 2012, but was not successful as the scheme was not sufficiently advanced to be deliverable within the required timescales. Similarly, more preparatory work is required before the additional platforms could be submitted for funding from Network Rail / DfT funds, such as the 'New' Stations fund (assuming additional platforms that enable different destinations to be served to those from existing platforms could be defined as having the same functionality as a 'new' station).

Links to Other Programmes:

The Salford Central proposals have the potential to complement:

- City Centre Transport Strategy - Bus termini and bus priority / pedestrianisation (by enhancing rail/bus interchange);
- Cross City Bus and Leigh Salford Manchester Busway; and
- Route 8 bus priority (Route 8 passes the station).

The investment is complementary to the Northern Hub investment and Ordsall Chord.

The additional platforms enhance the rail infrastructure at the core of the Greater Manchester network and make use of the existing infrastructure, and the proposed enhancements, to make travel by rail more attractive to a greater number of people. In particular, they would increase use of the Ordsall Chord by encouraging people travelling to the Airport to interchange with bus services at Salford Central station. This, in turn, would increase use of Leigh-Salford-Manchester bus way, cross-city bus services, Route 8 and other bus services passing the station - or terminating at Gore Street.

Governance and Delivery:

The delivery of the project will be the responsibility of Transport for Greater Manchester. The detailed design and construction would be contracted to Network Rail to ensure maximum synergy with the other infrastructure works in the area. TfGM, however, would remain closely involved in the delivery process – including challenging the design to ensure the required functionality is delivered with optimum value for the investment.

SCHEME NAME:**City Centre Transport Strategy - MSIRR improvements at Regent Road, Water Street and associated Junctions****Headline Description:**

The Regent Road – Water Street junction is the most congested pinch point on the Manchester and Salford Inner Relief Route (MSIRR). It has been identified as a key constraint to all potential transport packages and strategies for road-traffic to, from, and within Manchester City Centre. The aim of the scheme is to reduce the impact of congestion at the junction on its approaches and at adjacent junctions with a focus on improving capacity on the six main movements whilst also enhancing the performance of the wider MSIRR. This will include the adjacent junctions of Trinity Way/Irwell Street and Chapel Road and the merge from Chester Road roundabout which also suffer severe levels of congestion. Addressing traffic conditions at these locations will be essential to ensure that congestion does not constrain economic growth including plans for significant development in the surrounding area (e.g. Salford Central, Spinningfields, Middlewood Locks and the Granada site).

Geographical Location:

The Regent Road-Water Street and its adjacent junctions lie on the south-western side of the Regional Centre. Regent Road-Water Street is the junction of the Manchester and Salford Inner Relief Route (MSIRR) with the A57 - the main radial road connecting the Regional Centre to/from the west, which feeds into the M602 roughly 1.3km from the Regent Road – Water Street junction. Approximately 300m east of the Regent Road – Water Street junction, the MSIRR becomes the A57(M) Mancunian Way motorway. Approximately 500m north is the Trinity Way/ Irwell St/ Chapel St junction the major intersection of the MSIRR with the A6 radial route.

The Regent Road – Water Street junction is defined as including the following adjacent junctions, all of which contribute to its congested condition:

- Mancunian Way – A56 – A5067 junction
- Dawson Street – Regent Road – Trinity Way – Water Street junction
- Regent Road – Ordsall Lane junction
- Regent Road – Oldfield Road junction
- Trinity Way – Hampson Street junction.

The adjacent junctions are Trinity Way-Chapel Street and Trinity Way-Irwell Street. These are located within 500m of the Water Street-Regent Road junction. These junctions are the intersection of the MSIRR and the A6 which is also a major radial road connecting the Regional Centre to/from the west. This route also provides the Western Gateway to the current Bus

Priority works being undertaken to improve public transport provision from the west. Congestion is already a significant issue at these junctions and action to alleviate congestion at Water Street-Regent Road will transfer the major problems. Capacity at these junctions will therefore also be improved as part of the scheme.



The Challenge:

The junction of Regent Road and Water Street on the MSIR currently suffers from severe levels of traffic congestion. Select-link analysis of the GM SATURN model for the 2017 am-peak indicates that this section of the MSIR is unable to perform the function of a distributor of trips to city-centre car parks as the severe congestion causes traffic to route via city-centre streets instead.

The level of congestion and delay caused at this location acts as a constraint on access to the Regional Centre and therefore economic growth. This situation has worsened as the Regional Centre has grown and without improvements at this location the issues are likely to be more severe as demand for travel into the Regional Centre and the surrounding area increases and as road-space within the MSIR is reallocated away from car travel. Traffic modelling indicates that reducing and alleviating capacity constraints at the Water Street-Regent Road junction will cause significant capacity issues at the next major radial route junctions to the north. It is therefore essential that improvements to the Trinity Way-Irwell Street and Trinity Way-Chapel Street junctions are undertaken and delivered as part of the Water Street-Regent Road scheme. Furthermore planned developments in the surrounding area and Regional Centre (e.g. Salford Central, Spinningfields, Middlewood Locks and the Granada site) could be constrained unless current congestion can be addressed.

It is recognised that in addition to the need to improve the Trinity Way-Hampson Street junction as part of the Water Street-Regent Road scheme, there will be a need to undertake further improvements to accommodate significant additional traffic flows on Middlewood

Street and Liverpool Street, which will be caused by this scheme. As such, a minor works scheme has been included in the GM Minor Works bid of the Growth and Reform Plan, to make the necessary improvements to Middlewood Street and Liverpool Street to compliment this scheme.

Scheme Objectives:

The scheme will deliver improved junction capacity and increase throughput to ensure delays, disruption and congestion in the area is minimised. It will ensure that the MSIRR is able to fulfil its function of providing an attractive alternative route for traffic wishing to travel through and around the regional centre. This will reduce congestion levels within the regional centre promoting its attractiveness for economic growth and development.

Cost:

Scheme Costs (2013 Prices, £000)		Scheme Funding (Nominal Prices, £000)	
Base Costs	£8,836	GRP Formula	£15,000
Other Costs	£0	GRP Competitive	£0
Contingency / QRA	£4,418	Local Authority	£0
Inflation	£1,746	Third Party	£0
Total	£15,000	Total	£15,000

Expected Benefits and Outcomes of Scheme:

A study to design a range of capacity increases for the Regent Road and Water Street has enabled development of a proposal to improve junction capacity by up to 30%. The study has highlighted that these proposals will cause capacity issues to the next radial route MSIRR junctions to the north (Trinity Way-Irwell Street and Trinity Way-Chapel Street). Proposals have therefore been development to address these capacity issues which will be delivered as part of the Water Street-Regent improvements.

Scheme benefit metrics include:

- Reducing delays for traffic at the Regent Road – Water Street Junction;
- Increased reliability for bus services using the junction (Trinity Way/ Irwell St/ Chapel St forms part of the current Cross City Bus proposals;
- Reducing delays for traffic at the Trinity Way-Irwell Street and Chapel Road junctions;
- Increasing reliability for bus services using these junctions which form part of the Cross City bus service access into the City Centre from the western arm (A580 East Lancs and Guided Busway); and
- An increased proportion of trips on the MSIRR with their ends within or near the city centre.

Value for Money:

Monetised Benefits	Initial scheme design assessed. Highway travel time savings, plus vehicle operating costs, from junction based models using Saturn flow-delay relationships. Fixed matrix assessment, for part of the scheme only, with scaling of benefits applied. PVB = £11.3 million (2010)
Costs	Base costs for initial scheme design assessed plus 44% OB. Additional operating, maintenance, and renewal costs not yet allowed for, though likely to be marginal increases on do minimum changes to an existing highway. Possible land costs issues need more clarification. PVC = £1.2 million (2010)
Initial BCR	9.14
Non-monetised impacts, SDIs	Wider economic impacts from addressing major city centre bottlenecks. Environmental assessments required to ensure any negative impacts are addressed, if possible, in the scheme design.
Robustness of Appraisal	Full assessment in a local traffic model required for full scheme, though initial appraisal shows that there are significant delay and flow at this junction and removing a proportion of it will give significant benefits. Need to reflect variable demand impacts and the linkages the other proposed IRR scheme on Great Ancoats Street. Benefits to buses, cyclist and pedestrians need to be identified and quantified, to demonstrate wider positive impacts of the proposed scheme. Initial traffic modelling of preferred options for improvement of Water St/ Regent Rd indicates a 20-30% increase in junction capacity will be achieved.
VfM category	High to Very High

Risk - Impacts if Scheme was not Delivered:

If funding for the scheme is not secured then the implementation of improvements to this key junction will be delayed and the scale of the measures that could be introduced may be reduced. This would also impact upon longer term aspirations for development and expansion of the Regional Centre and opportunities to divert traffic from the MSIRR onto other orbital routes. An extensive design appraisal exercise has been undertaken to develop and determine scheme proposals that offer best value in terms of capacity improvements in relation to cost whilst recognising environmental considerations.

Links to Other Programmes:

Maintaining the capacity of the MSIRR to minimise car-mileage within the Regional Centre complements other key elements of the capital programme, which involve reallocating road-space away from car. The proposals would also lead to improvements in air quality in the city

centre. In particular, the scheme links with:

- Proposals to reduce the severance caused by Great Ancoats Street and re-route traffic via Alan Turing Way/other orbital routes;
- Metrolink Phase 3, which will increase the roadspace allocated to public transport in the city centre;
- The Bus Priority Package, which creates infrastructure in the city to facilitate cross-city bus services; and
- The Ordsall Chord rail scheme which will provide a direct rail connection between Piccadilly and Victoria.

It is recognised that in addition to the need to improve the Trinity Way-Hampson Street junction as part of the Water Street-Regent Road scheme, there will be a need to undertake further improvements to accommodate significant additional traffic flows on Middlewood Street and Liverpool Street, which will be caused by this scheme. As such, a minor works scheme has been included in the GM Minor Works bid of the Growth and Reform Plan, to make the necessary improvements to Middlewood Street and Liverpool Street to compliment this scheme.

Governance and Delivery:

To ensure effective management, planning and logistical control of any interfaces/interdependencies, Manchester City Council would assume the role of Programme Manager to co-ordinate the delivery of the overall works and would manage the interface and relationships with TfGM, Salford City Council and the delivery agents.

The project would be delivered as part of Manchester City Council's Highways Capital Programme, which is governed by a Highways Board. The Highways Board meets on a monthly basis to discuss progress, risk and whether there is a need to escalate any issues with the Senior Responsible Owner. At these meetings progress of schemes are reported by exception.

SCHEME NAME:**Wigan Gateway – Wigan M58 Link****Headline Description:**

The proposal is for a delivery of a new 2km single carriageway link road between the eastern roundabout of Junction 26 of the M6 (with the M58 and A577) and the A571 Billinge Road / Foundry Lane junction. This would provide a direct new link into west Wigan and Wigan town centre from the M58 and assist in the delivery of a number of employment sites including a major new site at Pemberton Park. The scheme will play a strategic role in reducing congestion along parallel routes, in particular the A577 Orrell/Ormskirk Road and also support development proposals in Wigan South Central.

Geographical Location:

The proposed scheme would provide a new single carriageway link between J26 of the M6 / M58 and the western part of Wigan town centre. The scheme would start from a new spur from the existing roundabout between the A577 and the motorway network. It would then route eastward as far as the A571 Billinge Road / Foundry Lane junction where it connects to the Pemberton Colliery Park development site.

**The Challenge:**

The A577, connecting Wigan Town Centre and Junction 26 of the M6, has not been designed to cater for the level of traffic that currently uses the route which subsequently has resulted in growing levels of congestion, particularly during peak periods. As well as causing delays for general traffic and public transport, congestion along this route also adversely impacts upon

the quality of the environment for local residents.

Access to development sites to the south and west of Wigan is currently constrained by the level of accessibility provided by the existing highway network. The Pemberton Colliery employment site, which would be accessed via the proposed scheme, currently lacks a direct link to the motorway network. This limits the sites potential to capitalise on its proximity to the M6 and the M58 and reduces its attractiveness as a location to invest and locate businesses.

Accessibility to the south of the Borough from the M6 is also limited by available movements from Junction 25, in particular for southbound vehicles. Current movements are limited to southbound onto the M6 from the A49 and northbound egress onto the A49 which limits accessibility to local neighbourhoods and strategic sites, including the South Lancashire Industrial Estate.

The M58 link would also address the poor access into Wigan for employment traffic which currently has to use a congested. A road from J26 of the M6 and travel through a residential area and a local centre at Pemberton, where the high level of HGV traffic has a detrimental impact on the wellbeing of that centre.

Scheme Objectives:

The following specific objectives have been specifically identified for the scheme:

- To improve strategic road connectivity from the motorway network into the heart of Wigan town centre;
- To provide direct access to the Pemberton Park Development and to improve access to other employment sites;
- To relieve the A577 (in particular Pemberton district centre) between Orrell and Wigan town centre providing opportunities for sustainable transport choices to be enhanced in the local community;
- To ensure that, as far as reasonably practicable, motorised traffic finds its way to, and stays on the strategic road network; and
- To lock-in benefits by significant improvement to sustainable modes of travel on the local highway network.

The link proposed as part of this scheme is critical to safeguard the east-west route through the former Pemberton Colliery site and to minimise the number of junctions off the route. Phase 1 of Pemberton Park Link Road is currently operational as a development access road. Phase II of the Pemberton Park Link Road would link the A49 through to the A571 and the proposed M58 link. The completion of these links would provide an alternative route to the A49 and for traffic currently using the A577.

The new link would support aspirations to capitalise on external connections. Existing businesses including Heinz, have stressed the importance of improving these connections to

ensure their operations remain competitive. In addition, it is considered that Borough residents do not always fully exploit employment opportunities outside of Wigan because of the quality of the existing connections to the motorways.

The M58 Link also complements the M6 J26 Highways Agency Pinch Point scheme which is currently being implemented to address peak-hour delays, resulting in queues in excess of 600m during the busiest periods. The scheme includes: construction of new traffic signals and a six-vehicle flare on the M6 southbound exit-slip; the provision of traffic signals on the M58 eastbound link between the two roundabouts; the signalisation of the A577 southbound approach to the eastern roundabout; widening of the A577 northbound approach to the T-junction to two lanes over 150m; converting the traffic signals to full-time operation; and improved signing and lining to provide improved information both on the slip roads and the circulatory carriageway.

Cost:

Scheme Costs (2013 Prices, £000)		Scheme Funding (Nominal Prices, £000)	
Base Costs	£9,040	GRP Formula	£11,748
Other Costs	£0	GRP Competitive	£0
Contingency / QRA	£1,676	Local Authority	£0
Inflation	£1,984	Third Party	£952
Total	£12,700	Total	£12,700

Expected Benefits and Outcomes of Scheme:

The key outcomes that would result from the delivery of the scheme can be summarised as follows:

- Delivery of a new high quality highway link between the M6 Junction 28 and the Pemberton Colliery site (facilitating long term aspirations for enhancing east – west connectivity);
- Provide relief for current pinch points, such as Pemberton Town Centre on the A577;
- Provision of a direct link between the heart of Wigan and Liverpool Docks;
- Support development of key employment sites including Pemberton Park, Westwood Park and economic development in the Town Centre;
- Improved access to job and services for local residents;
- Improved accessibility ensures local businesses remain competitive and are retained within Greater Manchester;
- Improvements to local air quality as a result of reduced congestion; and
- Reductions in injury accidents on the local highway network.

Value for Money:

Monetised Benefits	Highway travel time benefits and vehicle operating cost increases via cordoned version of the GM wide Saturn Highway Model covering Wigan Town Centre to M6 junctions 25 to 27. PVB = £78.8 million (2010)
Costs	Base costs for initial scheme design assessed plus 44% OB. Additional operating, maintenance, and renewal costs not yet allowed for and need to be included given the scheme is a new link. PVC = £14.8 million (2010)
Initial BCR	5.32
Non-monetised impacts, SDIs	Environmental positive and negative impacts need to be assessment as possible negative impacts for landscape and biodiversity. Wider benefits to existing route, including to those living on the route, need consideration as less noise, better air quality and reduced severance expected. Plus wider benefits to bus (including more reliable travel times), cyclists and pedestrians on existing highway needs to be assessed. Accessibility and connections to proposed Pemberton colliery site need to be analysed.
Robustness of Appraisal	Bespoke traffic model required, but unlikely to reduce VfM category of appraisal, however variable demand impacts need to be included in estimating of benefits.
VfM category	High to Very High

Risk - Impacts if Scheme was not Delivered:

Although the double roundabout junction, to be funded as part of the housing element of the Pemberton Colliery site, could be delivered as a standalone scheme, the link to Junction 26 is subject to the full funding package being agreed.

Links to Other Programmes:

The Wigan M58 Link complements the proposals for a dual carriageway link between the A49 and the Westwood Park development site (Wigan A49 Link). The A49 scheme would provide a continuation of the east-west link between the Pemberton Colliery site and the town centre. The schemes are complementary in terms of enhancing connectivity to the strategic road network and in their support for economic development and regeneration.

Governance and Delivery:

The project, including the developer funded roundabout, would come under the remit of Wigan Council's Major Projects Board which meets on a monthly basis and is chaired by Steve Normington, Director for Economy & Skills. The Board reports to the Confident Places Scrutiny Committee and to Deputy Leader / Portfolio holder for Regeneration.

The Major Projects Board manage and monitor progress, issues and risk management of corporate projects and due to the collaborative attendance of key officers, they are able to identify and mitigate risks / issues for delivery at an early stage.

SCHEME NAME:

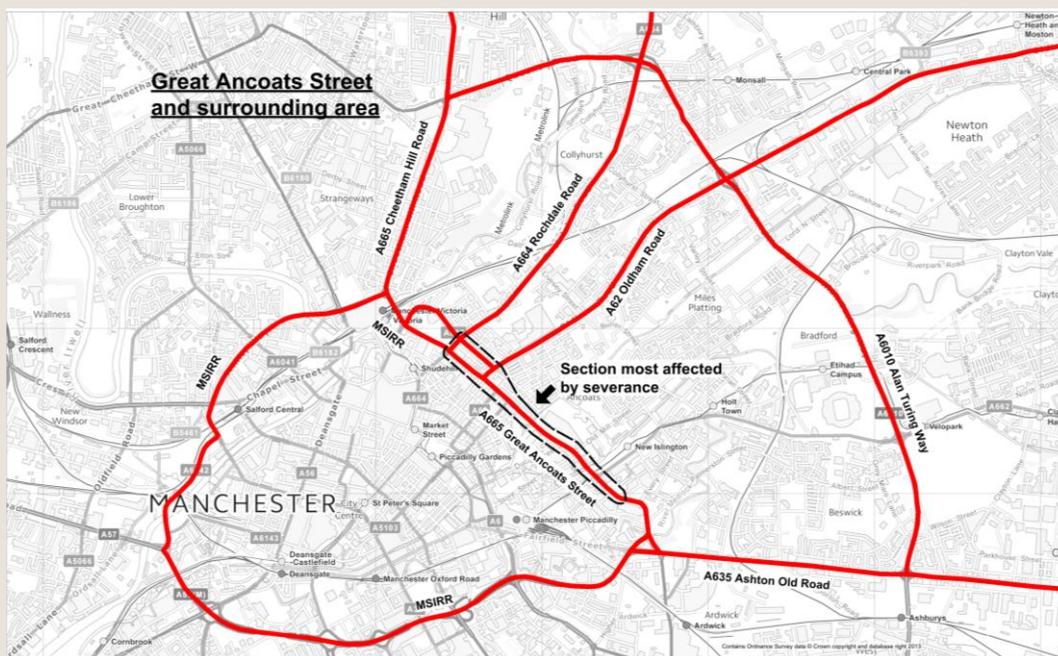
City Centre Transport Strategy - MSIRR improvements at Great Ancoats Street

Headline Description:

The project comprises a package of interventions to support the expansion of the Regional Centre and improve the quality of the environment on Great Ancoats Street by reducing severance created by this busy through-route. The proposals aim to improve routing of traffic around the north-east side of the Regional Centre, including greater use of Alan Turing Way.

Geographical Location:

The intervention covers the Great Ancoats Street section of the MSIRR and potentially the area to the north and east of Great Ancoats Street, extending to Alan Turing Way, covering the segment clockwise from Cheetham Hill Road to Ashton Old Road.



The Challenge:

The section of the MSIRR along Great Ancoats Street currently creates severance between the city centre and residential areas to the north and east. The resulting poor quality of the public realm constrains the potential for growth in this area, for which market conditions are otherwise good. It is also the only section of the MSIRR paralleled by a purpose-built orbital route.

The environment along Great Ancoats Street has been assessed using the Pedestrian Environment Review System (PERS) developed by Transport for London. The analysis shows a marked contrast

between good scores for a short section at the northern end of the road and poor scores along the rest its length. The on-street environment is characterised by narrow and uneven pavements; derelict buildings; street furniture causing obstructions; and guardrails preventing pedestrians from taking direct routes

The Feasibility Study has identified and assessed alternative packages of solutions to reduce severance on the north-east quadrant of the MSIRR. Interventions to be identified include improvements to pedestrian crossings; junction improvements on the Intermediate Ring Road; new highway links; and downgrading sections of the MSIRR and radial routes used to access it. In addition, the scheme could build upon existing and emerging real-time variable messaging systems (VMS).

Scheme Objectives:

The 2010 Manchester City Centre Transport Strategy highlights that an efficient transport system is essential for a prosperous economy, improved accessibility, greater mobility and a better environment. Maintaining and improving accessibility to the centre is one of the core goals of the Strategy.

The scheme also aims to unlock the potential for regeneration and growth to the north and east of Great Ancoats Street by reducing severance and improving the public realm.

Greater Manchester's Local Transport Plan 3 is focussed on supporting the growth of the regional centre through the provision of an accessible and efficient transport network. This will be delivered through investment in transport infrastructure, with a particular focus on the MSIRR. GMLTP3 reinforces the vision of the MSIRR of having a key role in supporting economic growth in the Regional Centre and helping to manage traffic more effectively by routing traffic away from the Regional Centre and making use of orbital routes.

Cost:

Scheme Costs (2013 Prices, £000)		Scheme Funding (Nominal Prices, £000)	
Base Costs	£5,890	GRP Formula	£10,000
Other Costs	£0	GRP Competitive	£0
Contingency / QRA	£2,946	Local Authority	£0
Inflation	£1,164	Third Party	£0
Total	£10,000	Total	£10,000

Expected Benefits and Outcomes of Scheme:

A successful scheme would reduce severance on Great Ancoats Street and certain adjacent sections of MSIRR, supporting development on either side of the road. It could also involve diverting traffic that has the potential to use alternative routes away from the MSIRR. If, as expected, the scheme facilitates the building of new homes in the vicinity, that would result in an increase in the labour-market catchment of the Regional Centre and the surrounding area, supporting increases in

employment and GVA.

Value for Money:

The scheme benefits are expected to result primarily from improving the public realm and reducing the severance that prevents the regeneration of the area to the north and east of Great Ancoats Street. The net effect could well be a forecast increase in overall highway travel times, although some movements may well benefit from travel-time savings. Any increase in highway travel time forecast by the fixed-matrix SATURN model will in practice be offset by car drivers making fewer and shorter trips, often involving a switch to walking, cycling, and public transport.

The magnitude of the benefits of improving the public realm and securing the regeneration of the area to the north and east of Great Ancoats Street will be compared with the estimated effect on highway travel times, allowing for the offsetting effects listed above. Relevant data will include public-realm valuation data reported in WebTAG and discussions with property developers interested in funding the regeneration of the area.

Risk - Impacts if Scheme was not Delivered:

If funding for the scheme is not secured, implementation will be delayed and alternative funding mechanisms would need to be secured. Delays in implementing measures could delay wider investment and diminish potential benefits associated with housing-led regeneration. Without measures to reduce severance on Great Ancoats Street, overall growth in traffic volumes could exacerbate the existing constraints on the development of this area.

Links to Other Programmes:

The scheme directly links to proposals for capacity improvements at the Regent Road-Water Street Junction on the MSIRR (also being appraised as part of the LTB Prioritisation process). With the removal of the capacity bottleneck a Regent Road – Water Street and the severance constraint on Great Ancoats Street, the MSIRR will be able to fulfil its role more effectively.

Governance and Delivery:

To ensure effective management, planning and logistical control of any interfaces/interdependencies, Manchester City Council would assume the role of Programme Manager to co-ordinate the delivery of the overall works and would manage the interface and relationships with TfGM, the delivery agents and other key stakeholders e.g. Salford City Council.

The project would be delivered as part of Manchester City Council's Highways Capital Programme, which is governed by a Highways Board. The Highways Board meets on a monthly basis to discuss progress, risk and whether there is a need to escalate any issues with the Senior Responsible Owner (see below). At these meetings progress of schemes is reported by exception.

SCHEME NAME:

Wigan Gateway Hub

Headline Description:

The Wigan Gateway Hub Scheme will involve the enhancement of the existing Wigan bus station in order to support the wider delivery of commercial and economic development projects within the town centre. The development will also include the enhancement of the Learning Quarter, 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.

The package of works will improve passenger facilities at the bus station as well as clear telemetry with the two rail stations and connections to key destinations within the town centre.

Geographical Location:

The Wigan Gateway-Hub scheme proposals will involve the redevelopment of the existing bus station site, located in Wigan Town Centre and bounded by Hallgate, New Market Street and Market Street.



The Challenge:

The following key challenges have been identified in relation to the effective delivery of public transport services that currently serve Wigan town centre:

- A poor overall public transport environment serving Wigan town centre given the current location of the bus and rail stations;
- Weak connectivity between the town centre and rail stations as well as a lack of real time information;
- Poor pedestrian connectivity from Market Street as well as potential interface and conflict between pedestrians and vehicles in the vicinity of the main entrances to the station;
- Poor links and signage to meet the significant demand for students accessing the Learning Quarter;
- Poor perceptions of personal safety for passengers in public transport environment; and
- Helping to realise the development potential of the strategic development opportunities within the town centre including a significant boost to the level of visitors for retail and leisure activity.

Scheme Objectives:

Greater Manchester's Local Transport Plan 3 places an emphasis on ensuring the delivery of an effective transport network that will support aspirations for the regeneration of town centres. Crucially, the new bus station would play a significant role in enhancing accessibility to Wigan town centre by reducing congestion and ultimately improving journey time reliability. Supporting access to the key development opportunities in Wigan town centre is also crucial to the Town's economic development.

The bus station improvement component of the Wigan Gateway Hub scheme has a clear strategic link to Wigan's Corporate Strategy document, Economic Framework, Local Plan and Transport Strategy, clearly highlighting the key role that transport plays in the delivery of future economic prosperity. The scheme is also a crucial component of the Wigan Town Centre Area Action Plan.

Wigan Council has recently adopted a new transport strategy titled Wigan Borough on the Move, developed in partnership with key stakeholders (including TfGM, Highways Agency and Network Rail) with support from the Department for Transport. The document sets out the following core objectives in relation to the delivery of the transport network:

- Sustainable transport to deliver economic, environmental and social outcomes;
- Equitable access between communities, businesses, services and goods;
- Diverse and adaptable networks for choice and resilience; and

Attractive transport experience to encourage modal shift.

Cost:

Scheme Costs (2013 Prices, £000)		Scheme Funding (Nominal Prices, £000)	
Base Costs	£8,438	GRP Formula	£15,720
Other Costs	£0	GRP Competitive	£0
Contingency / QRA	£5,578	Local Authority	£0
Inflation	£1,704	Third Party	£0
Total	£15,720	Total	£15,720

Expected Benefits and Outcomes of Scheme:

The expected benefits and outcomes of the delivery of the redeveloped bus station are:

- Support the proposed Galleries development;
- Supporting other key employment opportunities which are being created within the Learning Quarter and Eastern Gateway; and
- Improving accessibility and attractiveness of travel by public transport to the Learning Quarter.

It is anticipated that the scheme would support key employment opportunities at the Galleries redevelopment (£60M), within the Learning Quarter and the Eastern Gateway areas at the Old Police Station and former depot site at Sovereign Road. These developments are within the 'catchment' of the bus station and are expected to create around 200 jobs. Over the next few years, a further 500 jobs are expected to be created in the Wigan Pier Quarter and at the major Westwood development site on the fringes of the town centre.

Improving accessibility and the attractiveness of travel by public transport to the adjacent Learning Quarter is a key outcome of the scheme. This area already includes a new University Technical College, new facilities at Wigan and Leigh College, the Deanery High School (soon to benefit from a rebuild project) and the recently opened Wigan Youth Zone. The consolidation of facilities in the area has resulted in over 6000 students being based in close proximity to the Interchange, whilst the Youth Zone is expected to attract up to 3000 visitors per week.

Value for Money:

Monetised Benefits	Typical benefit rates per bus interchange user used alongside an estimate of Wigan interchange users. Scheme expected to increase bus patronage and mode shares to public transport, and reduce growth in congestion on the highway. Estimates of such changes based on standard WebTAG approaches and data. Ambience benefit rates taken from previous interchange appraisals within Greater Manchester. PVB = £41.8 million (2010)
Costs	Base costs, renewals, plus contingency, inflation, plus OB @ 51%. PVC = £21.3 million (2010)

Initial BCR	2.04
Non-monetised impacts, SDIs	Regeneration benefits facilitated by the re-building of the bus interchange including new commercial opportunities. Wider integration to other PT modes, including rail, need to presented, and benefits to the Learning Quarter, Galleries shopping area and Northern Crescent Area demonstrated in distributional impacts appraisal. Environmental impacts of proposed scheme seen as minimal as on existing bus station site.
Robustness of Appraisal	Bespoke appraisal being developed for scheme therefore conservative view of VfM Category has been made.
VfM category	High

Risk - Impacts if Scheme was not Delivered:

If funding is not secured, the existing bus station would continue to operate in its current unsatisfactory form and opportunities to enhance facilities and maximise modal shift to bus (from private car) would not be released. Current perceptions of the bus station as being unsafe could result in a decline in the number of passengers.

Failure to secure the funding would also reduce the viability of the Galleries development due to the disconnection and unsatisfactory link to the interchange.

Links to Other Programmes:

The new bus station would play a key role in Wigan's strategic transport aspirations by enhancing public transport access to the town centre and supporting economic development. In particular the scheme will support the proposed Galleries development and other key employment opportunities which are currently being created within the Learning Quarter, and within the Eastern Gateway area at the Old Police Station and former depot site at Sovereign Road provides wider context to the overall strategic access and connectivity improvements to the town centre in order to support better connectivity and access to jobs, education and training.

Governance and Delivery:

The management of the development and delivery of the scheme will be the responsibility of Transport for Greater Manchester (TfGM). This will be undertaken in conjunction with the local authority (Wigan Council).

SCHEME NAME:**Stockport Town Centre Major Scheme****Headline Description:**

Key features of the Town Centre Major Scheme include:

- A6 corridor enhancements between George’s Road and Bramhall Lane including improved pedestrian and bus provision;
- Highway corridor capacity improvements to the east of the Town Centre comprising St Mary’s Way, Hempshaw Lane and Higher Hillgate;
- Targeted corridor improvements to the west of the Town Centre comprising King Street West, Booth Street and Greek Street;
- New link road between the A6 and Travis Brow;
- Town Centre-wide 20mph zone;
- Improved access to Stockport rail and bus stations;
- Improved access to key development sites including; Grand Central Stockport Exchange, Bridgefield, Knightsbridge, Heaton Lane & Stockport Interchange, and Gorse Bank;
- Public realm improvements to Chestergate and Hillgate/ Shawcross Street;
- Bus priority improvements including along the A6;
- New and improved cycle routes;
- Improved cycle and pedestrian links; and

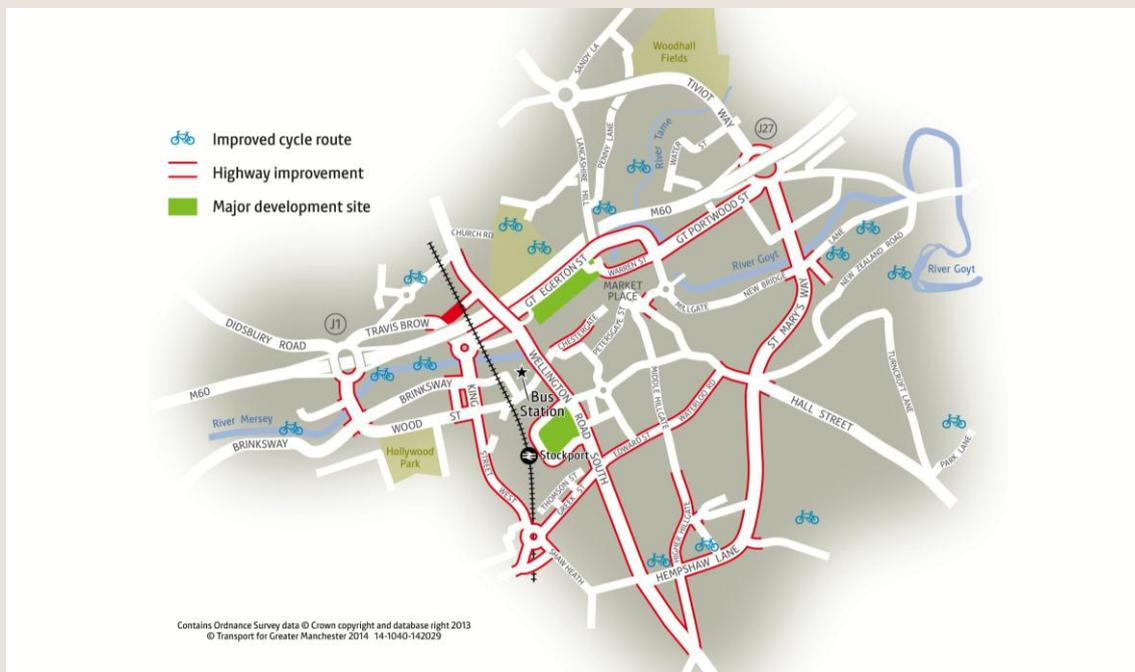
Upgraded signing strategy.

Geographical Location:

Stockport town centre can be categorised as four distinct quarters based on predominant land uses, namely:

- A6 Office Quarter (office/ mixed use): A major gateway to the town, centred on the A6 corridor and Stockport Station. It includes the Civic Centre and associated Council/ administrative functions, the Grand Central Stockport Exchange/ Royal Mail Sorting Office sites, Stockport Bus Station and cultural facilities including the Central Library, the Art Gallery and the Garrick Theatre;
- Core Retail Area (retail/ leisure): The town’s main retail quarter comprise to the west, Merseyway, Princes Street and Bridgefield and to the east Warren Street, Knightsbridge and the Peel Centre;
- The Market Place & Underbanks (retail/ food & drink): This “undiscovered” part of the town is centred on the Market Place and also incorporates the newly established St Peter’s Square and secondary retail shopping around Underbanks and Lower Hillgate; and

- **Covent Garden Village (residential):** Most significant residential element of the town centre, situated around the Covent Garden Estate, Hopes Carr and Hillgate. It is an area of major potential that is characterised by a range of vacant and underutilised sites.



The Challenge:

Stockport has a number of transport challenges, positioned between two of the M60 junctions and the severance of the town by railway lines and the river Mersey. The main A6 road to Manchester runs south to north through Stockport is one of the key strategic routes for travel from Derbyshire and Cheshire to the wider Greater Manchester area, while the M60 orbital motorway provides access to the wider Greater Manchester area.

The A6 corridor currently operates with the most frequent single bus service in Greater Manchester (the 192) and carries over 10 million passengers per year, with a service frequency of every 3 minutes during the day (and 5 minutes in the evenings). TfGM, Stockport Council and Manchester City Council are partners in a Quality Partnership Scheme (QPS) along the A6 Corridor between Manchester, Stockport and Hazel Grove. The bus route is a key bus corridor in Greater Manchester, playing an important role in the local economy. The QPS will ensure high standards of service for the passengers along this route and a commitment to the provision of quality infrastructure for bus operators.

To the west, parallel to the A6, is the main railway line from Manchester to London and the south of England. This crosses the River Mersey and M60 via a large viaduct which dominates the western part of Stockport Town Centre. The station lies just south of the viaduct. Direct trains to London and Birmingham are a major benefit to Stockport and trains every 7 minutes to Manchester highlight the ease of access to the Regional Centre.

In the valley, is Stockport bus station, located between the viaduct to the west and A6 to east. Bus services using the bus station generally go either east or west. East of the bus station on the other

side of the A6, lies the Merseyway shopping centre, which is largely pedestrianised. The Town Centre's valley location gives it a 'three-dimensional' character, with roads crossing over other roads, and this creates some problems for public transport users and pedestrians.

The A6 vehicular corridor 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. The severance effects of the A6 also present poor connectivity for pedestrians between the rail station and retail area.

As with most other urban conurbations, Stockport experiences significant congestion on these and other key routes during peak periods. This congestion results in delay to users which has adverse economic and environmental impacts. Traffic modelling shows that capacity problems exist at the following junctions across all time periods (morning peak, inter peak and evening peak):

- Higher Hillgate/ A6 Wellington Road South;
- Longshut Lane/ Higher Hillgate;
- Hempshaw Lane/ St Mary's Way;
- St Mary's Way/ Hall Street;
- King Street West/ Wood Street;
- King Street West/ Chestergate; and
- George's Road/ Wellington Road North.

The A6 Corridor forms a linear gateway to the town centre, projecting a sense of arrival, especially given its proximity to rail/ bus interchanges and the core vehicular access corridor. It will be the focus for new commercial and hotel development on a range of sites, most notably at Grand Central Stockport Exchange and the Royal Mail Sorting Office. To accelerate and encourage development the surrounding environment and transport networks need to be improved.

Scheme Objectives:

The Stockport Town Centre Major Scheme would improve access to the area around the town centre for the more sustainable modes e.g. bus, cycle and pedestrian improvements, and would resolve the conflicts and rationalise traffic movements throughout the area by providing additional capacity on some routes to allow traffic to be reduced on others.

Cost:

Scheme Costs (2013 Prices, £000)		Scheme Funding (Nominal Prices, £000)	
Base Costs	£40,600	GRP Formula	
Land costs	£2,500	GRP Competitive	£65,890

Contingency / QRA	£17,240	Local Authority	£7,322
Inflation	£12,872	Third Party	£0
Total	£73,212	Total	£73,212

Expected Benefits and Outcomes of Scheme:

- The proposed scheme is expected to deliver the following benefits and outcomes:
- Reduction in the volume of traffic on the A6 through Stockport Town Centre;
- An enhanced environment along the A6 through Stockport Town Centre, creating a positive sense of arrival for this linear gateway;
- Lessen the impact of the A6 vehicular corridor as barrier between the east and west of the Town Centre for pedestrian;
- Improve linkages between the Town Centre and public transport interchanges;
- Improved bus priority facilities, notably along the A6 but also on east /west routes into the town centre;
- Improve access to/ from the M60 motorway;
- Congestion relief to key routes such as St Mary's Way/ Hempshaw Lane and around Junction 1;
- A more resilient highway network better able to respond to incidents and accidents by virtue of increased network capacity and a new link road between the A6 and Travis Brow;
- High quality access to key developments notably Grand Central Stockport Exchange, Bridgefield, Knightsbridge and Gorseley Bank as well as longer term development aspirations at Heaton Lane & Stockport Interchange;
- Better wayfinding through an improved signing strategy; and
- Reduction in conflicts between vehicles and vulnerable users through improved pedestrian and cycle linkages between the Town Centre and surrounding areas.

Value for Money:

Monetised Benefits	Highway benefits via fixed matrix local traffic model. Traffic model well validated or the Stockport central area. Use of TUBA to compute monetised benefits. PVB = £395 million
Costs	Base construction costs plus 40% OB. No operating costs but expected to

	<p>be low given scheme is upgrading of existing highway.</p> <p>PVC = £53.9 million</p>
Initial BCR	7.35
Non-monetised impacts, SDIs	<p>Full Business Case appraisal will monetise benefits for bus users and cyclists and pedestrians.</p> <p>Non-monetised benefits relate to links to the regeneration sites in the town centre such as Bridgefield Street, Grand Central Stockport Exchange. Transport and development benefits of such schemes need to be reflected in the next stage of the appraisal.</p> <p>Environmental impacts will be both positive and negative, and need quantifying in greater detail given the scale of impacts and scope of the scheme.</p> <p>Variable demand impacts need quantifying given the scale of total benefits expected.</p>
Robustness of Appraisal	<p>Costs for all elements have been included, but only benefits from the highway improvements. While a variable matrix assessment is required, it is the expected that the appraisal for the Full Business Case will demonstrate continued very high value for money.</p> <p>Need to look at phases of the full package to fit with the available funding stages.</p>
VfM category	High to Very High

Risk - Impacts if Scheme was not Delivered:

Do-nothing is not a viable proposition if the growth ambitions of the Town Centre are to be realised. Should funding for the preferred Stockport Town Centre Major Scheme not be secured, some tough decisions will need to be made on how best to implement a low cost alternative (most likely based around low cost option 3) in a phased manner. The prospect of private sector developer contributions is likely to be low.

Links to Other Programmes:

The Stockport Town Centre Access Package is highly complementary to on-going work to plan a new town centre Transport Interchange for Stockport. As with the Town Centre Major Scheme, proposals to create a new transport interchange in Stockport town centre are currently included within AGMA's Greater Manchester Transport Fund Programme on the list of prioritised schemes.

Governance and Delivery:

This project will be managed utilising the Council's capital programme management system using

Prince 2 techniques with a dedicated project manager and delivery team.

The Project Manager will report to the Transportation Capital Programme Manager on the day to day progress of the scheme and any issues regarding deliverability.

SCHEME NAME:

Ashton Town Centre Interchange

Headline Description:

Development of a new multi-modal interchange 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. The design of the bus waiting facilities will include a combination of different stand types, which will optimise the amount of land for the new interchange and ensure operational flexibility.

Geographical Location:

The new interchange would be located on part of the site of the existing bus station and adjacent to the terminus of the East Manchester Metrolink line. The terminus is located to the north west of the town centre adjacent to the A6043 Wellington Road and the Arcades Shopping Centre.



The Challenge:

Ashton town centre has been identified as the fifth most 'at risk' in relation to the greatest long-term threat from key consumer trends. Despite this position, Ashton is a vital centre, as a retail centre with the third highest footfall in the whole of GM, but its survival is reliant on significant restructuring to drive growth and employment. The development of the new multi-modal interchange facility will fundamentally improve linkages to the town centre, rail station, Arcades Shopping Centre and new cycle hubs at Ashton Pool, ultimately reducing the number of car based trips that will be generated by each of the proposals set out in the 2012 Town Centre Development Prospectus.

The arrival of Metrolink will be transformational for Ashton with the Ashton Strategy emphasising the need to maximise the impact of this development. Part of ensuring this impact will be the redevelopment of the bus station to provide an appropriate interface and gateway to Ashton.

The current bus station does not comply with current design standards for interchanges and therefore its lack of facilities makes travel by bus an unattractive option. The key problems with the current Bus Station can be summarised as follows:

- The dispersed layout of the bus station leads to long walk times between bus stands;
- Safety concerns for passengers using the covered areas to wait for buses;
- There are minimal communal facilities available for passengers to use;
- The design of the current facility does not meet the design requirements of a modern interchange, in particular the design does not minimise the interaction between pedestrians and buses;
- Key access within the bus station does not encourage linkages to the nearby rail station;
- Does not meet current design standards;
- Does not link seamlessly with the new Metrolink Station
- Does not meet health and safety standards; and
- Does not meet disabled access requirements.

Scheme Objectives:

Ashton is one of the eight Principle Town Centres in Greater Manchester, with its local and sub-regional productivity dependent on the bus station. The scheme supports the GMS priority 'creating the conditions for growth' through:

- Supporting the regeneration of a key town centre by providing an attractive gateway into the town, reducing congestion by making public transport a more attractive option, improving pedestrian linkages across the town and releasing a key site for re-development; and
- Improving local connectivity by improving interchange with Metrolink.

Cost:

Scheme Costs (2013 Prices, £000)		Scheme Funding (Nominal Prices, £000)	
Base Costs	£17,960	GRP Formula	£0
Land costs	£0	GRP Competitive	£32,705
Contingency / QRA	£11,003	Local Authority	£0
Inflation	£3,742	Third Party	£0
Total	£32,705	Total	£32,705

Expected Benefits and Outcomes of Scheme:

A number of scheme specific objectives have been set for the scheme which indicate desired outcomes from the investment:

Development of a new Gateway: The new interchange will be the key gateway entrance for visitors to Ashton arriving by public transport. Developing a modern, attractive 'gateway' environment that represents the town's identity is seen as crucial especially given its strategic location. A positive experience will improve the town's attractiveness;

Creation of a multi-modal transport hub and interchange: Integration of public transport modes into a single space will support the future of the town and further enhance the area's potential as a gateway. The crucial aspect of this is the interchange with the arrival of Metrolink – ensuring that productivity benefits are maximised;

Increase in employment levels alongside the generation of economic growth: Improved facilities, better integration of services and modes, and improved accessibility and connectivity will open up access to the rest of the town and wider area as investment opportunities for businesses as well as facilitating the movement of labour to employment opportunities both within Ashton and out to the wider conurbation;

Promotion of the regeneration of Ashton Town Centre: Improving the quality of the bus station, the waiting environment and interchanging facilities will complement the existing and planned package of regeneration proposals for the town;

Improvements to pedestrian safety: Improved levels of perceived and actual safety through good design, improved facilities, and better integration of services by reducing pedestrian/vehicle conflicts and the number of accidents;

Support of lower carbon travel: Improving perceptions of public transport through improved public transport amenities will make public transport a more attractive and viable alternative to the private car. A suitable interchange facility and extensive public transport network will then be needed to accommodate the additional demand modal-shift from the car to public transport will generate; and

Improvements to local skills: Tameside suffers from a relatively low skilled workforce, and the need to develop skills at post 16 level has been identified as a key priority for the borough. Part of this will be achieved through a relocation of the Further Education College to the centre of Ashton, but above all, the accessibility and interface of the college with the youth of Tameside is vital. The new Interchange will provide the access and interface required.

The reduction in footprint of the new Interchange will free up land for development. This would support the regeneration of the town centre and potential creation of new jobs in a strategic location.

Value for Money:

Monetised Benefits	Interchange bus user benefits, operator revenues, external decongestion and externality benefits via unit rates previously used for other interchange appraisals in Greater Manchester, latter based on WebTAG methods and data. Scheme benefits apply to bus and Metrolink passengers through creation of a single interchange, and to boarding and alighting passengers for each public transport mode. Demand based on 2013 surveys, hence up to date data. PVB = £ 73.14 million (2010)
Costs	Base costs, plus renewals, operating costs. Inflation applied. OB at 51%. PVC = £36.5 million (2010)
Initial BCR	2.10
Non-monetised impacts, SDIs	Wider impacts related to the role of the new interchange within the regeneration of Ashton town centre and its links to the recollection of the college. Wider public transport modes integration need to be highlighted, including to rail.
Robustness of Appraisal	Robust appraisal. Further work required prior to LTB Full Approval submission on sensitivities and justification on key parameters. Need to review Metrolink demands and service assumptions now line to Ashton town centre has opened.
VfM category	High

Risk - Impacts if Scheme was not Delivered:

Failure to re-develop the bus station would jeopardise the wider regeneration of Ashton town centre. The economic benefits study of the college relocation has identified by 2030 an increase GVA output of over £500m with over 2,500 new local jobs in the town centre. These will not be fully realised without the improvements in connectivity to and within Ashton achieved as a result of the scheme.

Links to Other Programmes:

There are links with the recently completed Manchester to Ashton Metrolink extension. The minor works programme will also support the wider regeneration benefits of Ashton town centre, where the interchange is located.

Governance and Delivery:

The management of the development and delivery of the scheme will be the responsibility of Transport for Greater Manchester (TfGM). TfGM is Greater Manchester's Combined Authority's

delivery agent for transport. This will be undertaken in conjunction with the local authority acting as delivery partner.

SCHEME NAME:**Stockport Interchange****Headline Description:**

Replacement of the existing Interchange with a new facility that enhances the quality of passenger facilities, supports the interchange between bus and rail and makes provision for the future extension of Metrolink into Stockport town centre.

As well as transport improvements the new interchange will play a pivotal role in supporting the on-going development of the Town Centre. The Interchange is a critical component of the 2005 Future Stockport Masterplan and has a key role in supporting the economic aspirations of Stockport and regeneration of the surrounding area, including the office led redevelopment of the Grand Central site.

Geographical Location:

The proposals would see the redevelopment of the existing bus station site which is located on the western side of Stockport Town Centre and bounded by Wellington Road (the A6) to the east, Daw Bank to the south, Swaine Street to the west and the River Mersey to the North. It also provides opportunities to improve linkages to Stockport Rail Station and the Grand Central site.

**The Challenge:**

Despite being a central hub within the town's transport network, the current interchange is unattractive in terms of its physical appearance, whilst connectivity between the bus station and rail station is poor due to the distance, level difference and indirect links. A 2004 consultation exercise undertaken as part of the Stockport Town Centre Masterplan found that 38% of respondents stated that the bus station was considered to be the most in need of improvement in the town centre.

Traffic congestion on the M60 and other strategic local links also creates adverse impacts in terms of air quality and road safety negatively impacting on the environment in the Town Centre. Other key issues associated with the existing bus station include the following:

- The dispersed layout of the bus station which results in long walk times between bus stands;
- The quality of the waiting environment and facilities including an absence of communal facilities;
- Passenger waiting facilities do not sufficiently protect users against inclement weather or exhaust fumes;
- Higher levels of interaction between passengers and vehicles than would be desirable; and;
- Connectivity between the bus station and railway station is weak and does not comply with DDA standards for accessibility.

Since 2009, TfGM and Stockport Council have worked in partnership to develop a range of proposals for the interchange facilities, including the development of a feasibility report in 2010 which reviewed alternative locations for a new interchange in Stockport. This feasibility study concluded that the preferred site continued to be that of the current Interchange.

Scheme Objectives:

The provision of a new interchange for Stockport formed a critical component of the 2005 **Future Stockport Masterplan**. A 2010 Feasibility study that examined interchange proposals concluded that the current site was the preferred site based on an assessment of operational requirements, but also due to its integration with the highway network and development potential.

The importance of the improving access and was reinforced in the 2006 strategy **Future Stockport – An interim review of the 2000 – 2020 regeneration plan for Stockport Town Centre and the M60 Gateway**. Securing funding for the Interchange has been identified as a priority within the town centre along with integrating the interchange into wider accessibility measures. The new interchange will also improve legibility of the town centre through improvements to pedestrian permeability across the A6 and to the Rail Station. The scheme will also improve perceptions of the town by acting as a high quality gateway (as part of the Station Gateway quarter).

As well as helping to improve connectivity across the town centre, the location of the new interchange within the A6 office quarter will support the aspirations for commercial development, particularly in the Station Gateway area, where new commercial and hotel development is proposed.

Cost:

Scheme Costs (2013 Prices, £000)		Scheme Funding (Nominal Prices, £000)	
Base Costs	£21,745	GRP Formula	£0

Land costs	£575	GRP Competitive	£41,747
Contingency / QRA	£14,716	Local Authority	£0
Inflation	£4,711	Third Party	£0
Total	£41,747	Total	£41,747

Expected Benefits and Outcomes of Scheme:

The scheme is expected to deliver the following key benefits:

- Increased public transport demand, as a result of the improved facilities, and better integration, thereby driving economic growth;
- Improve accessibility into and across the town centre, providing an identifiable termination location for scheduled bus services;
- Support and complement the town centre Bus Strategy, through the closure of Mersey Square to traffic and the provision of a new access into the interchange via a new bridge across the River Mersey linking to Heaton Lane;
- Improved personal safety for public transport users through a staffed and well lit interchange waiting area, which includes CCTV recording and monitoring, and reduced person-vehicle conflict;
- Reduced emissions through modal shift from private to public transport;
- Improved perceptions of public transport through improved public transport amenities;
- Improved connectivity (integration) within the bus station and to the rail station through improvements to pedestrian movements, facilitating a more efficient public transport system;
- Improved linkages to the national cycle network, the Trans Pennine Trail and the cycle hub will encourage interchange;
- Bus services accessing the interchange from the west will avoid congestion on King Street West when accessing the Interchange via the new bridge; and
- Improved accessibility.

Value for Money:

Monetised Benefits	Facility Benefits to existing and generated bus passengers. Bus journey time impacts from new bus only bridge into the interchange. Highway junction impacts via isolated junction models. Cycle parking benefits included. External decongestion benefits via unit rates. Ambience benefits assessed using values from previous Greater
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	Manchester interchange appraisals. PVB = £82.8 million (2010 values and prices)
Costs	Base costs (construction plus land) net of do minimum costs. Renewals and operating costs added in, though may be limited once offset against the costs on maintaining the existing interchange facility. PVC = £38.9 million
Initial BCR	2.13
Non-monetised impacts, SDIs	Wider impacts related to the role of the new interchange within the regeneration of Stockport town centre and its links to the Stockport Town Centre Access Package LTB scheme.
Robustness of Appraisal	Robust appraisal. Further work required prior to LTB Full Approval submission on sensitivities and justification on key parameters. Need to include public realm, cyclist and pedestrian benefits, and show synergy to the wider town centre package scheme and the potential to uplift the overall benefits.
VfM category	High

Risk - Impacts if Scheme was not Delivered:

Should funding not be secured for the scheme, a 'Do Minimum' scenario would be needed to ensure that the current Interchange can remain operational in terms of both physical infrastructure and regulatory compliance. This would include minor works to ensure the current facilities are brought up to required standards at an estimated cost of £0.57million (2012 prices).

Links to Other Programmes:

The scheme complements the Stockport Town Centre Access Package through improving the quality of the interchange facilities and the environment in the area surrounding the Interchange. Improved links between the Interchange and Stockport Railway Station would also support improved intermodal connectivity across the town.

Governance and Delivery:

The management of the development and delivery of the scheme will be the responsibility of Transport for Greater Manchester (TfGM). TfGM is Greater Manchester's Combined Authority's delivery agent for transport. This will be undertaken in conjunction with the local authority acting as delivery partner.

SCHEME NAME:**Bolton Salford Quality Bus Network****Headline Description:**

This scheme is focussed on delivering sustainable economic growth in the Bolton – Farnworth/Walkden – Swinton –Manchester corridor (see map for study area and relevant key destinations) by:

- Substantially improving the punctuality, regularity and reliability of bus services operating through the defined study area, and aim to increase bus speeds where possible;
- Strengthen links within and links in and out of the area to key employment locations;
- Supporting the amenity and economic vitality of the district centres of Farnworth, Walkden, Swinton and Pendleton;
- Promoting active, healthy lifestyles and make active travel safer and easier to use and provide an attractive alternative to the private car.

The area's economic vitality is hampered by a number of challenging transport-related constraints; including:

- poor punctuality and reliability of the local bus network;
- peak-time congestion (including M60/M61/M62 motorway related problems);
- infrequent local rail service patterns; and
- poor public transport connections to important places of employment such as Bolton Town Centre, Manchester City Centre, MediaCityUK and Trafford Park.

This scheme will deliver a comprehensive package of sustainable transport improvements focused around achieving a Quality Bus Network that will serve over 100,000 residents in Bolton and Salford, benefit over 12 million passengers per annum and help to improve town centre environments.

It is being brought forward as a strategic priority to complement the following surrounding major transport investment priorities:

- the 'Busway' and Cross City Bus Package, which will provide fast, regular transport between Leigh, Tyldesley, Ellenbrook, Salford, Manchester city centre and the Central Manchester Hospitals Site (opening 2015/16);
- the new bus and rail interchange in Bolton (opening 2015/16); and
- the proposed Northern Hub and Electrification Infrastructure, including new platforms at Salford Central Station and improved service patterns on the Bolton –Manchester line by 2018/19.

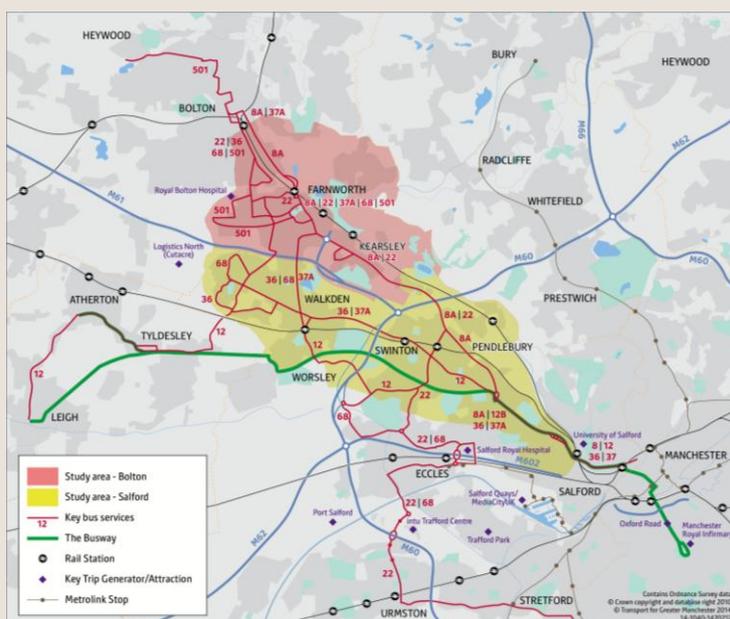
We will deliver a range of on-highway and passenger waiting environment improvements designed to making walking, cycling and bus travel safer, quicker and more reliable. Delivered through close consultation with local residents, businesses and local transport operators, the improvements will be delivered in combination with the following partnership-based

commitments:

- local transport operators to review and improve the timetabling and routing of services so that local residents will gain better access to employment and education opportunities throughout Greater Manchester, including better interchange with regional rail services.
- District centres and businesses to improve local access by walking, cycling, bus and rail and promote these sustainable and active travel options to staff and visitors

Geographical Location:

Measures targeted to benefit the local communities in the study area, including the district centres of Farnworth, Walkden, Swinton and Pendleton; with improved connections to the Regional Centre, Bolton Town Centre and rail station, Walkden, Salford Crescent and Salford Central rail stations, Trafford Park, Logistics North, Port Salford, MediaCityUK and the new Leigh – Salford – Manchester Busway services.



The proposed schemes include interventions on the routes of the key radial Bolton – Manchester services 8, 36, 37, 38 and feeder/orbital services 12, 22, 501 524 and 68; which includes the B6536 Manchester Road, A575 (Manchester Rd – Walkden Rd), A6053 Market Street, A666 (Kearsley – Pendlebury), Chapel Street, B5231 (Swinton – Eccles).

The Challenge:

- Poor punctuality and reliability of the local bus network;
- Poor public transport connections (e.g. slow, infrequent, inconvenient and unpredictable journey times and interchange arrangements) to important places of employment such as Bolton Town Centre, Manchester City Centre, Logistics North, Port Salford, MediaCityUK and Trafford Park
- Peak-Time traffic congestion - impacting on performance (journey times and punctuality) of bus services (including M60/M61/M62 motorway related problems)
- Poor bus-rail interchange at Bolton, Walkden and Swinton rail stations
- Poor bus-bus interchange at Pendleton
- Fragmented & low quality bus stop and interchange arrangements in the District

Centres

- Town-centre environments which could be improved
- High levels of deprivation and job seekers allowance in identified local community areas
- Farnworth Town Centre Redevelopment (2nd largest centre in Bolton) – Masterplan approved in partnership with St Modwens
- Pendleton PFI
- Changing retail patterns linked to Walkden Ellesmere Centre
- Changing leisure and commuting patterns linked to MediaCityUK
- Logistics North approved (6,500 jobs)
- Changes to Business Strategy and Local Management arrangements within First Manchester
- Leigh-Salford-Manchester Busway Services

Scheme Objectives:

The scheme proposals directly support the following GMS priorities:

- To improve the efficiency and reliability of the transport networks.
- To improve access from residential areas, particularly housing growth points to key education and employment areas, particularly in the Regional Centre and town centres, and strategic employment sites (such as Logistics North, Port Salford, Trafford Park and MediaCityUK); and
- Promoting active, healthy lifestyles and making active travel safer and easier.

It addresses the above strategic priorities through the following local objectives:

- Improve the reliability and punctuality of local bus services;
- Improve convenience and safety for cyclists and pedestrians; and
- Application of the Quality Partnership Scheme delivery model to secure service network enhancements in tandem with infrastructure investment.
- Improve local accessibility and connectivity, by bus, of residential areas of Farnworth, Kearsley Swinton, Pendleton and Walkden to key education & employment areas; including the Regional Centre, Bolton Town Centre, Universities of Bolton, Manchester and Salford, MediaCityUK, Trafford Park, Port Salford and Logistics North, and wider opportunities through interchange at Bolton, Walkden, Salford Crescent, Salford

Central and Manchester Piccadilly train stations, and Pendleton;

- Supporting the liveability and economies of the district centres of Farnworth, Walkden, Swinton and Pendleton; contributing positively to their sense of place;
- Support the viability and sustainability of new housing throughout the area;
- Support the Bolton Town Centre Transport Strategy;
- Support Salford 2025, and Transport IN Salford 2025 strategies

Cost:

Scheme Costs (2013 Prices, £000)		Scheme Funding (Nominal Prices, £000)	
Base Costs	£27,484	GRP Formula	£0
Other Costs	£0	GRP Competitive	£39,665
Contingency / QRA	£8,170	Local Authority	£0
Inflation	£4,011	Third Party	£0
Total	£39,665	Total	£39,665

Expected Benefits and Outcomes of Scheme:

A number of scheme specific objectives have been set for the scheme which indicate desired outcomes from the investment:

- **More reliable, quicker and higher quality bus journeys:** The focus will be on punctuality and reliability improvements and an aim to increase bus speeds where possible;
- **Effective feeders into new multi-modal transport hubs and interchanges:** Network improvements delivered by our bus operator partners operating in the area will be secured in tandem with infrastructure delivery through the tried and tested Quality Partnership Scheme mechanism. These will provide new and strengthened links to Bolton Rail Station (with the opening of the new Bolton Bus Interchange facility in 2015/16), link to significant bus interchange opportunities at Pendleton, and also to the new P&R facility on the A580, Walkden, Salford Crescent and Salford Central train stations and interchange with the new Leigh-Salford-Manchester busway services providing cross-city linkages to the Oxford Road Corridor.
- **Increase in employment levels alongside the generation of economic growth:** Improved facilities, better integration of services and modes, and improved accessibility and connectivity will open up access to the wider Greater Manchester economy to the local communities and district centres identified, facilitating the movement of labour to employment opportunities both within Bolton and Salford the wider area;

Bolton – Salford Quality Bus Network Programme: Programme Overview

We will deliver:

Which will:

Which means:



- **Promotion of the regeneration of Farnworth, Walkden, Swinton and Pendleton District Centres:** Improving the quality of the waiting environment and interchanging facilities to complement existing and planned packages of regeneration proposals;
- **Improvements to pedestrian safety:** Improved levels of perceived and actual safety through good design, improved facilities, and better integration of services by reducing pedestrian/vehicle conflicts and the number of accidents;
- **Support of lower carbon travel:** Improving perceptions of public transport through improved public transport amenities will make public transport a more attractive and viable alternative to the private car; and
- **Improvements to local skills:** The local communities which are the subject of this scheme suffer from a relatively low skilled workforce, and the need to develop skills at post 16 level has been identified as a key priority for the borough. Part of this will be achieved through and improved bus connections to education facilities linked to the Universities of Bolton, Manchester and Salford.

Performance improvements to the local bus network will help achieve mode shift from the car, relieving existing congestion problems, supporting the regeneration of the district centres of Farnworth, Swinton, Pendleton and Walkden.

Value for Money:

Monetised Benefits	<p>Facility Benefits to existing and generated bus passengers. Bus journey time impacts bus priority measures. Highway junction impacts via isolated junction models. External decongestion benefits via unit rates. Ambience benefits assessed using values from previous Greater Manchester interchange appraisals.</p> <p>PVB = £98.3 million (2010 values and prices)</p>
Costs	<p>Base costs (construction plus land) net of do minimum costs. Renewals and operating costs added in, though may be limited once offset against the costs on maintaining the existing interchange facility.</p> <p>PVC = £55.8 million</p>
Initial BCR	1.76
Non-monetised impacts, SDIs	Wider impacts related to the role of the new interchange and bus network improvements within the regeneration of Farnworth town centre.
Robustness of Appraisal	<p>Outline appraisal. Further work required prior to LTB Full Approval submission on sensitivities and justification on key parameters. Need to include public realm, cyclist and pedestrian benefits, and show synergy to the wider town centre package scheme and the potential to uplift the overall benefits.</p>
VfM category	Medium

Risk - Impacts if Scheme was not Delivered:

Failure to deliver this scheme would have a substantial negative impact on wider bus partnerships and market reform agenda, strategic targets for public transport mode share, and the reduced ability for the local area to benefit from wider economic and employment growth opportunities.

Links to Other Programmes:

- The 'Busway' and Cross City Bus Package.
- Bolton Interchange.
- Northern Hub and Rail Electrification.
- Cycle City Ambition Grant

- Local Sustainable Transport Fund.
- Historic Quality Bus Corridors.

Governance and Delivery:

The management of the development and delivery of the scheme will be the responsibility of Transport for Greater Manchester (TfGM). TfGM is Greater Manchester's Combined Authority's delivery agent for transport. This will be undertaken in conjunction with the relevant local authorities acting as delivery partner.

SCHEME NAME:

Metrolink Improvement Package

Headline Description:

The scheme covers acquisition of 12 additional light rail vehicles (LRVs) for the Metrolink network. 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 operational resilience purposes. The investment will help provide the capacity needed to address the expected growth in Metrolink patronage and provide additional connectivity and reduced overcrowding for services serving key employment zones.

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 improve resilience of the network.

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

Geographical Location:

The geographical coverage of the investment focuses on connectivity into key employment zones from key residential areas. The outline business case has been compiled on the following assumptions:

- 3 LRVs to operate on the Media City to Piccadilly route;
- 6 LRVs to operate on the East Didsbury to Shaw route;
- 2 additional LRVs for providing doubles on the Airport Line; and
- 1 additional LRV for spare/event services (over entire network).

The additional substations are required in the Brooklands and Whitefield areas of the network. The wheel lathe is to be accommodated within the Trafford Depot and the additional turnback will be located between the Sale and Brooklands stop. The following diagram shows



the Manchester Metrolink network (including future lines).

The Challenge:

The proposed Metrolink investment has been developed in response to growth opportunity arising from an increase in key areas, including Media City, Central Park and Airport City. In addition town centre connectivity at Oldham and Wythenshawe will be significantly improved. The implication of this is increase in demand leading to overcrowding and passenger shortages. In the past three years, the network impact of Metrolink expansion has resulted in a 40% increase in demand for travel across the system. The number of passengers across the network forecast to increase by 137% over the period 2010 to 2016 and by 171% between 2010 and 2031.

The Strategic Case behind the proposed Metrolink investment is aimed at serving route corridors and locations where the additional LRVs are likely to deliver the greatest economic and social benefits.

There is a policy link in addressing the increase in transport supply to support local growth in a sustainable way.

In addition, network enhancements are required to improve system resilience for the increased demand in services and to retain operational flexibility.

Scheme Objectives:

- Improve clean and sustainable urban transport network capacity and flexibility;
- Create conditions for sustainable growth by connecting people with job opportunities;
- Target congestion and reduce carbon emissions; and
- Unlock development opportunities.

Cost:

Scheme Costs (2013 Prices)		Scheme Funding (Nominal Prices)	
Base Costs	£35,897,589	GRP Formula	
Other Costs	£4,209,055	GRP Competitive	£44,374,752
Contingency / QRA	£3,376,551	Local Authority	
Inflation	£891,557	Third Party	
Total	£44,374,752	Total	£44,374,752

Expected Benefits and Outcomes of Scheme:

A draft Outline Business Case has been drafted to consider scheme benefits. This shows that the salient scheme benefits are:

- Reduction in crowding on heavily utilised services for business and commuter users;
- Journey time benefits;
- Reduction in car kms within Greater Manchester (benefitting air quality and congestion);
- Improved accessibility to key destinations within the region; and
- Reliability benefits over the entire network.

The draft Outline Business Case demonstrates that this project will have a BCR of 2 (with the inclusion of standard WebTAG compliant wider impact benefits).

Value for Money:

Monetised Benefits	Elasticity-based spreadsheet model based upon passenger demand and journey times from public transport network model to derive load factors. User benefits from crowding relief and /or reduced wait times. Operator revenue benefits. External benefits via unit rates. PVB = £224.8 million (2010) (£236.6 million with webTAG WEIs)
Costs	Costs for additional Light Rail Vehicles, plus sub-stations. Operating costs and renewals. No OB as TfGM have a contract price for additional vehicles to June 2014. PVC = £116.6 million (2010)
Initial BCR	1.93 (2.03 with wider impacts)
Non-monetised impacts, SDIs	Updated business case will look at distribution of benefits in relation to jobs, and need to connect areas on lowest IMD.
Robustness of Appraisal	Appraisals does not cover East Didsbury-Shaw service as VfM case for additional vehicles across whole route is poor. Revised scheme with shorter running being developed. Need to include latest demand data in the appraisal given the large number of changes to the Metrolink network in the last year. Wider opportunities to improve the overall network through targeting of additional capacity to area of most need, including during events, and the resulting benefits of service comfort and reliability need to be quantified. The impact of fare levels and the ability to drive up demand across the network could also be reflected to maximise the benefits of additional trams.

VfM category	Medium to High
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Risk - Impacts if Scheme was not Delivered:

- Discontinuation of services from Media City to Piccadilly, once Airport Line is operational in 2016;
- Considerable overcrowding on key services;
- Restriction in growth as transport supply cannot match requirements; and
- Increased vehicle costs over time – currently able to extend existing contractual agreements with Bombardier for the purchase of trams prior to the addition of inflation and mobilisation costs. The window to extend this contract is limited to July 2014, after which costs will increase significantly.