

**Greater Manchester
Local Transport Plan**

GMLTP3

SALFORD CITY COUNCIL

**LOCAL AREA
IMPLEMENTATION
PLAN**

MARCH 2011

CONTENTS

1. INTRODUCTION
2. THE CITY OF SALFORD
3. TRANSPORT POLICIES AND PRIORITIES
4. MAJOR TRANSPORT IMPROVEMENT SCHEMES
5. ROAD SAFETY
6. PUBLIC TRANSPORT
7. CYCLISTS AND PEDESTRIANS
8. TRAVEL PLANNING
9. NETWORK MANAGEMENT
10. ASSET MANAGEMENT AND MAINTENANCE
11. IMPLEMENTATION PLAN

1. INTRODUCTION

Local Transport Plan

- 1.1 Local Transport Plans (LTPs) were first introduced back in 2001, and aim to provide a coordinated and integrated approach to transport planning and service provision. Historically, as required by Government guidance, LTPs have always been set for a 5 year period. In Greater Manchester, the 10 Greater Manchester authorities, together with the Greater Manchester Passenger Transport Authority (GMPTA), published their 2nd Greater Manchester Local Transport plan (GMLTP2) in March 2006, and subsequently, GMLTP2 will expire at the end of March 2011.
- 1.2 In metropolitan areas, the Local Transport Act 2008, redesignated Passenger Transport Authorities as Integrated Transport Authorities (ITAs), and transferred the duty to produce an LTP on to these new ITAs. However, in April 2011, the Associated of Greater Manchester authorities (AGMA) was granted approval to dissolve its GMITA, and form a new Combined Authority (the GMCA). Subsequently, the duty to produce an LTP now sits with the new GMCA.
- 1.3 A further change, resulting from the Local Transport Act 2008, is that LTPs are no longer required to be set for a fixed 5 year period, and the GMCA have discretion over what period the LTP covers. However, the requirement is for the LTP be regularly reviewed, so as to ensure that its policies and programmes are kept up-to-date, and remain appropriate to current circumstances. In Greater Manchester, GMLTP3 will provide a long-term vision for an integrated and sustainable transport system, coupled with a short-term programme of local transport improvements, covering the period 2011/12 – 2014/15.

Local Area Implementation Plan

- 1.4 Under the governance arrangements for the GMCA, many of the transport duties and functions have been delegated to its “Transport for Greater Manchester Committee”, or TfGMC. The day-to-day delivery of those functions will be undertaken by the “Transport for Greater Manchester Executive”, or TfGME.
- 1.5 In terms of delivering the actions to achieve the GMLTP3 objectives and targets, each of the ten Greater Manchester authorities (and the TfGME) have produced what are known as Local Area Implementation Plans (LAIPs), and this document represents Salford’s LAIP. LAIPs describe each authority’s approach to transport investment locally, together with an indicative programme of local transport improvements planned for the coming financial year.

2. THE CITY OF SALFORD

Salford - the Place

- 2.1 The City of Salford is situated on the western side of the Greater Manchester conurbation, at the hub of the regional motorway network of M60, M61, M62, and M602 motorways. East of the M60, the city is largely built up of areas with distinct local identities, such as Eccles, Swinton, Pendleton, Broughton, and also Central Salford, which is contiguous with Manchester Centre. West of the M60, there lies the Irlam and Cadishead corridor, and also Worsley and Boothstown. To the north of the city, there is Walkden and Little Hulton.
- 2.2 Salford's administrative boundaries largely coincide with major physical features, notably the Manchester Ship Canal to the south and the River Irwell to the north and east. The structure of the city is further defined by its major roads, many of which radiate out from the Regional Centre, particularly the A666, A6, A580, A56, and A57. Four operational railway lines also pass through Salford, including lines to Bolton, Wigan, and two lines to Liverpool. There are numerous disused railway lines within Salford, many of which have recently been converted (or are still being converted) in to traffic-free pedestrian / cycle routes / greenways.
- 2.3 Salford grew rapidly during the Industrial Revolution and became a major centre for textiles, coal mining, mechanical engineering and port-related industries. In recent times, global economics have eroded this industrial base, particularly the economic recession of the 1980's, and this is being further exacerbated by the current economic climate. The problems of urban deprivation are most noticeable in the Inner City, but they are also present in some of Salford's outer regions, such as Little Hulton and Eccles.
- 2.4 However, the relatively recent developments at Salford Quays, and the new MediaCityUK are breathing new life into the core of Salford. In addition, other developments initiated through the work of the (now abolished) Central Salford Urban Development Company will see inner Salford undergo wholesale transformation. The challenge here will be to ensure that the jobs and business opportunities that this brings to the City of Salford are accessible and available to the local people of Salford.

Salford - the People

- 2.5 The population of Salford declined sharply during the 1970's and 1980's. The inner city lost over a fifth of its population during that period, compared with smaller reductions in other areas of district. The success of recent urban regeneration initiatives over the past two decades has helped to stabilise the city's population at its current level of approximately 225,000. More recently, there is evidence of recent population growth since 2007, and indeed our population projects suggest that it could reach around 264,000 by 2033. This reflects the city's increasing ability to meet the needs of those who wish to live and work in Salford.
- 2.6 Salford's rate of worklessness amongst the working age population (16 - 64) in 2010 was 19.1%, compared to 16.8% within Greater Manchester and 13.0% nationally. The proportion of working age people claiming jobseekers allowance was 4.8%.

Salford - Travel Characteristics

- 2.7 The city's local employment base is steadily expanding in the inner areas round Salford Quays and in Central Salford. However, there also remains significant levels of businesses spread throughout the rest of Salford, particularly at Northbank Park in Irlam, the Wardley Estate, and in Agecroft. So, whilst the suburban - Regional Centre travel to work pattern is strong, with high levels of traffic travelling daily along the several radial routes through Salford, the overall travel to work pattern is very complex. Consequently, there is a strong desire amongst the Salford population for improved access orbitally round the city, particularly by bus. Whereas, the current focus of service provision is currently on the busier radial routes.
- 2.8 Currently, within Salford, approximately 39% of households do not have access to / or use of a car, compared to the national figure of approximately 25%. This illustrates just how heavily the people of Salford need and depend on the provision of frequent and reliable public transport services.

3. TRANSPORT POLICIES AND PRIORITIES

Local Development Framework & Core Strategy:

- 3.1 In November 2009, the City Council published a Draft Core Strategy for consultation. This document was based on the requirements of the Regional Spatial Strategy, which at the time placed specific requirements on the Core Strategy, in particular in relation to the overall scale of housing development that the city council should be planning for. On 6 July 2010, Eric Pickles (the Secretary of State for Communities and Local Government) announced the revocation of Regional Strategies with immediate effect. The removal of this regional tier provides the City Council with a greater degree of flexibility in particular with regards to the scale of development that should be accommodated in Salford. This major change in the policy framework has significant implications for the Core Strategy, which are being carefully considered before the document can be progressed to the next stage and a revised timetable for the Core Strategy will be published shortly.
- 3.2 Regardless of the precise development strategy which is taken forward in the Core Strategy, Salford will be integral to the success of Greater Manchester, and its location at the heart of the conurbation means that it will continue to play an important role in driving forward the City's economy, through the creation of a significant number of new employment opportunities concentrated around the City Centre and Salford Quays. It is critical that Salford's residents are able to access employment opportunities by strengthening connections and improving internal integration within Salford and creating better links to other major employment and leisure destinations outside of Salford.
- 3.3 The continued growth of the Regional Centre as an employment destination will mean that there are more people are travelling through and within Salford. In addition to this, it will be necessary to plan for a significant amount of housing in the Core Strategy in order to meet people's housing needs, and this will generate more journeys and place additional pressure on the highway and public transport networks, which are already experiencing capacity problems in some parts of the city. Ensuring that there is an effective transport network in the city will be important to ensure that the city can function successfully, residents can enjoy a good quality of life and are able to access employment and leisure opportunities easily.

Comprehensive Transformation of the Public Transport System.

- 3.4 In terms of the overall approach the Local Transport Plan takes to improving public transport provision, it is considered that simply focusing on a few targeted proposals such as the Leigh/Salford/Manchester Busway, will be unlikely to be sufficient to genuinely encourage a modal shift to more sustainable modes of travel and support the scale of development likely to be proposed in Salford's Core Strategy without the city experiencing a significant increase in congestion and a decline in quality of life. The existing transport proposals do not appear to be keeping up with Greater Manchester's economic growth ambitions, and both public transport and roads are already under major pressure.
- 3.5 Whilst a huge amount of employment and housing development is proposed across Greater Manchester, the existing public transport system could restrict the amount of development that can be delivered and the ability of Greater Manchester to attract investment, thereby compromising its aspirations. It is considered that a much more radical approach is required to secure a coordinated and complete transformation of the public transport system across Greater Manchester, making the best use of technology to create a much more integrated, frequent, modern and easy to use service, with an emphasis on encouraging interchange between different modes to improve journey times and reliability.

Improving Access to Major Employment Destinations

- 3.6 There are a number of areas both within and outside of Salford that will provide major concentrations of employment activity. Some of these are existing employment and leisure destinations that will continue to have an important role and others are major new development proposals anticipated to be delivered during the plan period. It is essential that access to these locations via public transport is maximized and links between these locations and Salford's residential areas are strengthened as far as possible. These areas include: Trafford Park, The Trafford Centre, Manchester/Salford City Centre, Bolton Town Centre, Salford Quays, Cutacre and Port Salford.
- 3.7 Whilst it is recognized that different parts of the city will always have stronger functional links with some of these employment areas due to their location and proximity to one another, certain parts of Salford are identified as having poor public transport access to a number of these locations, as is shown in Table 1. The areas identified in Table 1 as having poor accessibility are those areas where journey times by public transport to the major employment areas are between 50 and 60 minutes long. In addition, a number of Salford Members have identified further areas where they feel that public transport provision particularly needs to be improved, and a schedule of these issues is appended at the back of this Plan. During the course of LTP3, Members may from time to time identify other public transport issues to be addressed.

Table 1	
Location	Areas of Salford currently identified as currently having poor access to major employment area
Manchester/Salford City Centre	Little Hulton Worsley/Boothstown Irlam and Cadishead Clifton
Salford Quays	Little Hulton Worsley/Boothstown Higher Broughton/Kersal Irlam and Cadishead Swinton Clifton
Port Salford	Little Hulton Higher Broughton/Kersal Boothstown Walkden North Swinton/Pendlebury
Cutacre	Broughton/Kersal Irlam and Cadishead Salford Quays/Ordsall Barton
Trafford Park	Little Hulton Parts of Walkden North Swinton/Pendlebury Kersal
Trafford Centre	Parts of Little Hulton Broughton/Kersal Pendlebury
Bolton Town Centre	Irlam and Cadishead Kersal

Connecting Neighbourhoods into the Main Public Transport Arteries

- 3.8 The main public transport routes (road and rail) running west to east across the city provide the most direct, frequent and well used public transport services into the centre of the conurbation and are therefore likely to be the routes where transport service providers prioritize investment in new and improved services. It will be essential to ensure that all of Salford's neighbourhoods are as well connected to these major public transport corridors as possible, so that Salford's residents can access employment and leisure opportunities by public transport easily and quickly.

3.9 Those residential areas located further away from a high frequency public transport services are more likely to rely on the private car as a means of travel or have a greater sense of exclusion, and are therefore the areas where encouraging a modal shift to more sustainable modes of travel will be more challenging. The Local Transport Plan should investigate and prioritize investment in improving links between the main high frequency public transport routes and those neighbourhoods which are not currently well connected to them. There may potentially be a range of solutions for improving connections including the development of local bus services and better and more visible cycling routes and facilities. The areas are identified as follows:

- North Walkden
- North/West Little Hulton
- Ellenbrook
- South West Boothstown
- Ellesmere Park
- Irlams O' Th' Height
- Worsley
- North East Swinton/Clifton
- Lower Kersal
- Moorside/Broadoak/Hazelhurst
- Ordsall
- North Irlam

Tackling Congestion on the Key Routes in Salford.

3.10 Managing congestion in the city is already recognized as a major problem within Salford, both in terms of private vehicles and public transport. The city contains some of the busiest and most congested parts of the road network in Greater Manchester, and transport modelling recently carried out to look at the impact of the Core Strategy proposals on the highway network demonstrates that whilst there are currently some capacity issues, these will be exacerbated as a result of the development proposed to be delivered over the 20 years of the Core Strategy plan period.

3.11 There are already a number of committed schemes proposed to tackle the congestion issues on the busiest parts of the motorway network in Salford (including the Highways Agency hard shoulder running schemes and the Western Gateway Infrastructure Scheme) however, congestion and journey times on some of the city's main radial A-roads and routes around the Regional Centre are also forecast to increase significantly. Small scale improvements to address the traffic flow could potentially make a significant contribution to tackling congestion on some of these routes and help to ensure that public transport services operating along these routes are able to provide an efficient and reliable service, which will be critical to securing a modal shift. Table 2 highlights some of the key pressure points.

Table 2	
Route	Forecast route capacity problems by 2027
Key radial routes	
A57	Journey times on the A57 travelling west between Eccles and Warrington forecast to increase by over 40% (pm). Parts of the A57 near to the M602 junction 2 are forecast to have a volume/capacity ratio of above 85%.
A56	Parts of the A56 in Broughton/Kersal forecast to have a volume/capacity ratio of above 85%.
A580	Journey times on the A580 inbound to the Regional Centre (am) and return journey (pm) forecast to increase by around 50%.
A6	Journey times travelling east on the A6 between junction 4 of the M61 and the A580 forecast to increase by over 30%. Parts of the A6 (including between Walkden and Swinton, in the Pendleton area and along Chapel Street) forecast to have a volume/capacity ratio of above 85%.
A666	Journey times on the A666 travelling south between the M61 junction 3 and the A580 forecast to increase by over 40% (am).
Routes around the Regional Centre	
Inner Relief Road (A6042)	Journey times travelling south between the A56 and A57 on the Inner Relief Road forecast to increase by around 50%.
White City to Higher Broughton (A5063/A6/A576)	Journey times forecast to increase by around 50% travelling north and almost 70% travelling south (morning peak).
Other key routes around the Regional Centre	Parts of the A57 (Regent Road), A5063 (Trafford Road), A5186 (Broadway), A5066 (Oldfield Road), The Quays and Liverpool Street forecast to have a volume/capacity ratio of above 85%.
Routes linked to motorway junctions	
Roads near junction 2 of M602	Parts of A576 Eccles Old Road, B5229 Monton Road, A5185 Lancaster Road forecast to increase to have a volume/capacity ratio of above 85%.
Roads near to junction 1 of the M602	Parts of A5063 Albion Way forecast to increase to have a volume/capacity ratio of above 85%.
Roads near to junction 13 of the M60	Parts of A572 Leigh Road/Worsley Road and A575 Walkden Road forecast to have a volume/capacity ratio of above 85%.

Maximizing the Number of Trips Made by Foot and on Cycle in Central Salford

- 3.12 Central Salford offers the greatest potential for walking and cycling to provide a genuine substitute for car/public transport trips, given the close proximity of existing residential areas to some of the major employment/leisure destinations and public transport hubs. The Core Strategy will continue to focus a high proportion of development in this part of the city given the opportunities to develop on previously developed sites in highly accessible locations, and the area will see a significant expansion of the office market, a larger residential community and the further growth of the University of Salford over the next few years.
- 3.13 There are a number of barriers that currently prevent people from choosing walking and cycling as a mode of travel, in particular people's concerns about their ability to navigate safely and easily around the city by these modes even where trips are relatively short. Removing these barriers and encouraging more walking and cycling in this part of the city would have a number of benefits, and has the potential to improve social cohesion and build a better sense of community, which is important given the scale of change planned in Central Salford and the significant increase in the number of people living and working here.
- 3.14 The LTP3 has potential to transform the cycle/walk-ability of this part of the city and support the creation of an integrated, visible and safe walking and cycling network to maximize the number of trips by this mode through prioritizing investment in:
- New on and off road signed cycling routes throughout the area
 - Cycling hubs in key locations (MediaCityUK, Salford Central, Salford Crescent)
 - Key 'cycling spines' within Central Salford providing routes north to south (Irwell River Park) and east to west (Manchester, Bolton and Bury Canal) for leisure/commuting trips
 - A range of measures to combat the barriers to pedestrian movement including pedestrian signage, targeted improvements to the quality of pedestrian environment particularly on corridors between key destinations and public transport facilities and new/improved crossing facilities to tackle the severance caused by the railways and roads that bisect the area.

Central Salford:

- 3.15 The Central Salford area extends to over 2,000 hectares including parts of Manchester Regional Centre and is currently home to over 72,000 people. Central Salford is an area of both great opportunity and significant need. It is already accommodating the continued expansion of the Regional Centre, which is a key driver in the economic growth of the Manchester City Region, the North West region and the North of England. However, the area also suffers from severe deprivation. Sustainable transport, walking and cycling, and reliable, frequent, cost effective public transport are essential to connect local people to new opportunities allowing increased productivity for the continued economic growth of Central Salford, the Regional Centre and Greater Manchester as a whole.
- 3.16 Over £700 million of new private sector led development is already underway in Central Salford, and the continued success of Salford Quays, together with parts of the Chapel Street area and Greengate, illustrate the potential for the future. However, the market alone cannot deliver the sustainable mixed community that Central Salford must become. Co-ordinated public intervention is required, working in partnership with the private sector. Transport and infrastructure investment is a critical element in creating the environment and conditions for continued private sector investment and growth. There are great examples in Central Salford of the way that investment in transport infrastructure can stimulate private sector investment. The new Metrolink extension to MediaCityUK, funded by Salford City Council, NWDA and Peel and completed in September 2010, was a key element in the success of the MediaCityUK development and the attraction of the BBC to Salford Quays. The calming of Chapel Street to create a better pedestrian and cycling environment, as well as enhanced provision for high quality bus services into the western side of the Regional centre, is a critical element to support English Cities Fund proposals for some £650 million of mixed use development in the area.
- 3.17 Independent analysis of the economic impact of the Central Salford regeneration programme concludes that the proposed investment will create around 51,100 gross jobs, which will have a gross cumulative GVA impact of £9.2 billion. Of these jobs, some 22,600 will be net additional jobs, with 50% (11,300) of these being taken up by Salford residents. The net additional cumulative GVA impact at the Salford level has been calculated to be £4.1 billion. At the regional level, the investment programme would generate 5,300 net additional jobs, with a net additional cumulative GVA impact of £1.0 billion. In addition a number of other outputs will also be achieved, including the provision of nearly 12,000 new homes.

- 3.18 A key objective of the City Council will be to ensure that the developments and job opportunities being created in Central Salford are made accessible to all residents of Salford, both locally in the inner city and for the residents within Salford West. We will strive to ensure that the public transport links are sufficient to fully integrate these two parts of the City, and that the people of Salford can benefit from these new opportunities as they arise.

Salford West:

- 3.19 Salford West is home to 140,000 people, nearly two thirds of the population of Salford. It is an area of contrasts. It contains some of the most prosperous areas in the city as well as some of the most deprived in the country. The Salford West Strategic Regeneration Framework and Action Plan (SW SRF) 2008 – 2028 was designed to drive investment across the area. It sets out an ambitious vision for the area. *“In 2028 Salford West will be one of the most desirable and prosperous areas in Greater Manchester”*.
- 3.20 Salford West benefits from an excellent transport infrastructure at the heart of the North West’s motorway network. With nearby access to an international airport it also has a local airport, docks, canals, a tram and railway services. During the analysis and consultation for the SW SRF issues of access, transport and linkage were identified as a major concern. This ranges from the conflict of ‘through’ traffic and local traffic movements, to the impact of congestion and pollution on the community and the need for strategic infrastructure enhancements. The challenge is not simply to improve transportation capacity to alleviate existing problems of congestion, but to do so in a way that will support the local economy and improve the quality of life. In addition to strategic investment in the transportation infrastructure, this will require measures to encourage a modal shift from the private car to public transport, walking and cycling.

Sustainable Transport Strategy:

- 3.21 The Salford Travel Partnership was first established in 2002, and its membership and role has since been steadily growing. A step change occurred when the Salford Travel Partnership was incorporated as part of the Salford Local Strategic Partnership. Today, its Terms of Reference are:
- To develop, promote and maintain the use of sustainable transport with the full Partnership members, and Associate Partners who may wish to apply to join;
 - To seek to influence all other stakeholders who may work in, travel to or live in the city of Salford to consider sustainable transport instead of the private car;
 - To work collaboratively on promoting sustainable transport amongst all other partnerships working within the city of Salford, through the Sustainable Transport Strategy.

- 3.22 The Sustainable Transport Strategy was adopted by the Salford Travel Partnership in 2007. It sets out the principles to be pursued, together with actions and targets for the partnership members to achieve jointly. The Salford Travel Partnership meets monthly to review progress against these targets, which are based round 5 themes, and the need for additional actions and targets. The 5 themes are :
- Smarter Choices / Travel Planning
 - Public Transport - Buses / Rail
 - Pedestrians
 - Cycling
 - The Environment
 - Climate Change
 - Air Quality
 - Noise Reduction

Climate Change:

- 3.23 The Climate Change Strategy sets out the three key themes for action – Carbon reduction; Climate adaptation and Behavioral change.

Carbon Reduction

- 3.24 Increasingly radical action is required at all levels to reduce our consumption of fossil fuels and levels of carbon dioxide emissions. We need to achieve this by:
- minimizing energy demand
 - using energy as efficiently as possible
 - using renewable energy

Climate Adaptation

- 3.25 Understanding how the changing weather patterns will affect Salford and how to respond to create a city resilient to the predicted impacts of climate change is a priority.

Behavioural Change

- 3.26 The challenge is to persuade people living and working in Salford that they can make a difference by wasting less energy, using energy more efficiently and using clean alternatives wherever possible.
- 3.27 We need to establish a culture which recognizes that collective responsibility and the cumulative impact of small scale actions is necessary for the well being of future generations. This will communicating better information about what to do, why we should do it and what the benefits are of doing it.

Transport and Climate Change

- 3.28 Transport is the only sector nationally where CO₂ emissions were higher in 2004 than in 1990. Currently, approximately 20% of Salford CO₂ emissions are from transport (excluding motorway traffic). Many of the journeys to work, shopping and leisure that contribute to the increase in carbon emissions will originate outside Salford. It is difficult to measure the travel patterns of people living and working in Salford. Changes are better measured at a Greater Manchester level. Nevertheless, changes to travel patterns and journeys to work will occur as a result of the Local Development Framework and Local Transport Plan and should lead to a reduction in the carbon footprint for the city.
- 3.29 More significant reductions are likely to be a result of changes to fuel efficiency and low carbon fuels rather than any significant decrease in vehicle mileage. The key issues for Salford are to:
- increase levels of walking and cycling
 - increase patronage of buses
 - encourage practical staff travel planning for biggest employers
 - ensure the effectiveness of green travel plans
 - encourage greater fuel efficiency
 - promote and support the uptake of electric vehicles.

Actions

- 3.30 Actions for the City Council include:
- working with Greater Manchester Transport (Joint Transportation Unit) colleagues to understand how best to convert journey reduction projects, modal shifts, infrastructure improvements and smart travel initiatives into carbon equivalents relevant for Salford;
 - undertake audit and review of impact of green travel plans (resulting from conditional planning consents);
 - convert green travel plan commitments from existing planning permissions into measurable benefits;
 - review and re-launch, Salford City Council's Staff Travel Plan Strategy (in the context of the Carbon Management Plan) including electric pool cars/charging points/eco driving programme;
 - develop "plugged in places" regarding charging points for electric vehicles;
 - Engage Salford Strategic Partnership members to share and develop good practice in staff travel planning (LAA);
 - Engage key transport providers and fleet operators to share information about existing and future fleet energy efficiency measures.

- Look at the impact of surface water run-off, highway drainage, and future likely rain patterns, and what might be done to reduce the risk of localized flooding.
- Assess our bridge stock, and its resilience to potential future high level river flows.
- Consider the contribution that providing more trees into the highway streetscene could make to reducing the heat island effect of urban areas.

4. MAJOR TRANSPORT IMPROVEMENT SCHEMES

Cross-City Busway and Leigh / Salford / Manchester Busway

- 4.1 The Cross City Bus Package scheme is designed to connect people with employment, healthcare and educational opportunities, whilst supporting economic growth. Passengers will be able to travel across Manchester City Centre from the Manchester New Road/Rochdale Road/East Lancashire Road (A580) corridor to access Oxford Road. Bus journey time reliability improvements are an integral part of the proposals and GMPTE is working with bus operators to ensure that service improvements are made. The plans include introducing highway, bus priority and congestion management measures, together with significant improvements for pedestrians and cyclists.
- 4.2 The Leigh Salford Manchester busway scheme is designed to connect people on the Leigh to Manchester corridor with employment, healthcare and educational opportunities, supporting economic growth. The provision of a high quality, reliable bus service, together with improvements to infrastructure, will improve connectivity and provide improved accessibility. Facilities will be provided for pedestrians and cyclists as part of the scheme. A Park & Ride facility will be introduced on the Eat Lancashire Road, in the vicinity of the M60 overbridge.
- 4.3 Services will run on 21km of segregated bus measures, of which 7km, between Leigh and Ellenbrook, will be a kerb-guided busway, with the remainder on-highway. Bus priority measures will also be introduced to form a connection from Wigan to the guided busway at Tyldesley.
- 4.4 The TfGM is seeking to deliver the proposed Cross City Bus Package and Leigh Salford Manchester busway schemes within the four year spending review period, subject to programme and funding confirmation. TfGM will also be working with local authorities and bus operators to bring forward improvements in relation to bus network efficiency, and look to securing Local Sustainable Transport Fund (LSTF) funding to assist in this regard.

A6 Crescent / Chapel Street Traffic Calming

- 4.5 In order to deliver the Central Salford Vision, the City Council is progressing with comprehensive improvements to the A6 corridor along the Crescent and Chapel Street. The works commenced in late December 2010, and will see the route traffic calmed and reduced to a bus lane plus a single traffic lane in each direction. Pedestrian crossing and cycle facilities will also be provided. In order to minimise the adverse effects of this scheme on highway capacity, the two main parallel routes into / out of Manchester City Centre are being improved to provide increased traffic capacity along those routes.

Longer Term Major Schemes

Western Gateway Infrastructure Scheme, (WGIS)

- 4.6 WGIS is a major highway scheme which will provide the additional highway capacity required to allow major development proposals in this area to proceed, not just Port Salford but other proposals around this section of the motorway. However, the size of the Port Salford development alone, and the impact this would have on the local highway network, is significant enough for the need to implement WGIS. The main aims of WGIS are to allow a free flow of traffic on the M60 between junctions 9 through to 12 (with actual alterations to Junctions 10 and 11) and provide alternative vehicle access directly to Trafford Park, Irlam and Cadishead.
- 4.7 The WGIS scheme is likely to be implemented in two phases, part WGIS and full WGIS. Conditions imposed by the Highways Agency require that the rail link is provided prior to any of Port Salford being occupied, part WGIS be provided prior to the first 50% of the warehousing facility being brought into use and full WGIS be provided prior to that 50% being exceeded. The delivery of WGIS is dependent on the delivery of the warehousing at Port Salford. There are no precise dates available to determine when WGIS would be delivered. Planning permission for WGIS will expire in 2019.

Carrington Link

- 4.8 The Carrington Link is a long-term scheme that is still being investigated, and would potentially provide for a new road and bridge linking the A57 (Cadishead Way) in Salford with the A6144 (Manchester Road) in Carrington, Trafford. Trafford's Core Strategy publication document identifies Carrington as a strategic location where a large amount of mixed-use development will be delivered over the lifetime of the plan.

5. ROAD SAFETY

Training, Education and Publicity

- 5.1 In Salford road safety education starts with the very young and their parents. “Step Outside – a lesson for life” is a booklet designed to help parents to instruct their children road safety issues as they develop. A Children’s Traffic Club has been introduced across the city. This is a set of road safety related storybooks that 3-year-old children and parents can work through, covering a number of topics. As many pre-school groups as possible are visited annually. Parents are given advice on the basic principles of safe behaviour on the roads. “Prepare them for the roads” and “Out and About” parent guides are used to support this work.
- 5.2 Infant and Junior schools throughout the city are visited annually and the children are instructed in the principles of “ Stop, Look, Listen and Think” the “Green Cross Code” and “in-car safety” at levels suitable to their age group. This work is reinforced by the provision of road safety resources, which are left with class teachers to be integrated into appropriate topics. Every year all new intake pupils receive a parental guide to road safety, “Get Across Road Safety” (0-6 years), and all year three pupils receive the parental guide “Get Across Road Safety” (7-10 years). Secondary schools are visited on request. Lessons are tailored to suit the requirements of the school or individual teachers. The Road Safety Unit are currently investigating increasing road safety activities in High Schools.
- 5.3 The Road Safety Unit will continue to offer cycle training to every maintained primary school. For independent schools it is necessary to request a training course from the road safety unit. The course is available for pupils who are in year five and six who are aged ten years or over. In the past the Road Safety Unit has been able to run approximately 50 courses annually (700-750 Pupils).
- 5.4 The City Council aims to continue its “Kerbcraft” programme. This initiative operates in 20 schools in the city. It is designed to teach pedestrian skills to 5 to 7 year olds by means of practical roadside training rather than in the classroom. It is built around teaching three skills: - choosing safe places and routes; crossing safely at parked cars and crossing safely near junctions. Children are taught by the roadside on routes around school that they are likely to use frequently. They learn to identify the safest places to cross the roads, to identify potential hazards and to identify where not to cross the roads. The importance of holding hands with a grown up is emphasized in every session. Volunteers, usually parents, train the children in small groups once a week for approximately 14 weeks. A new scheme “Streets Ahead” has been developed using the lessons of Kerbcraft. This is a scheme that instructs out of school providers the skills to teach practical pedestrian skills to the children in their care. This training is also given to the volunteer leaders of Walking Buses.

Road Casualty Reduction

- 5.5 Salford have in line with all other local authorities, been tasked with achieving a reduction in the number of Killed & Seriously injured, Children Killed and Seriously injured and Slight injury casualties by 2010 calculated from a baseline which is the average of the years 1994-1998.
- 5.6 Progress to date has generally been good with the downward trend continuing in all three categories.
- 5.7 Although we are awaiting the fully validated results for 2010 the latest statistics for 2009 indicate that Salford have reduced the number of Killed and Seriously injured (KSI) casualties by 44%, the number of Child KSI's by 59% and the number of slight casualties by 50% against 2010 targets requiring 40%, 50% and 10% respectively.
- 5.8 2010 figures indicate projections that will see a continuation in reduced numbers in all 3 target areas.
- 5.9 The Casualty Reduction Group are in the process of drafting the second Road Safety strategy and publication has been delayed in the hope that the newly anticipated DfT casualty reduction targets can be incorporated into it, anticipated in the Spring 2011.
- 5.10 Having regard to the direction of future work, we will continue to undertake the annual monitoring of collision records to determine any hot spot locations requiring treatment. The current emphasis being that route based treatments such as that undertaken on Monton Road in Eccles, are the way forward in getting best value for money and impending collision searches will be focusing on this method of treatment.
- 5.11 More specifically it is intended to improve road safety for the most vulnerable of road users by continuing to progress the programme of introducing 20mph zones adjacent to school premises.
- 5.12 Additionally, we will continue to introduce 'Safer Routes to School' by improving existing footpath and other off road links to school premises.
- 5.13 The Casualty Reduction Group will maintain it's links with the Building Schools for the Future team so that it can advise on safety improvements in the vicinity of any new premises and provide some elements of funding where it is considered it will substantially improve road safety for children on the school journey.

6. PUBLIC TRANSPORT

Buses

City Centre Bus Routing Strategy

- 6.1 In addition to the two major busway schemes described in Section 4, the City Council will be pursuing a number of small local traffic management schemes to support improved bus routing initiatives for the City Centre. In particular, the City Council aims to introduce a new contraflow bus lane along Victoria Bridge Street, and a north-bound bus lane on Chapel Street, between Trinity Way and Oldfield Road.

Rail

Rail Station Improvement Programme

- 6.2 A number of rail stations within Salford are included in the GMITA's Rail Station Improvement Strategy (RSIS) which was established to improve existing passenger security and information systems at the smaller rail stations across the Greater Manchester. The schemes' details and forecast programme is provided below.

Station	Scheme Description	Funded	Delivery
Walkden	CCTV, Help Points, Customer Information Screens and a Public Announcement System	Yes – GMITA	Tranche 4 – 2011
Irlam	CCTV, Help Points, Customer Information Screens and a Public Announcement System	Not Confirmed	Tranche 5 - 2012
Eccles	CCTV, Help Points, Customer Information Screens and a Public Announcement System	Not Confirmed	1 out of the 11 remaining stations which are included in the RSIS Programme. GMPTE is looking to deliver the remaining stations over the next 4 years. Delivery will be subject to confirmation of funding

Disabled Peoples' Access:

- 6.3 In addition, GMITA has agreed the top ten stations most in need of “step free” accessibility improvements. Included within this list are Walkden, Irlam and Swinton stations. Although these schemes are not currently funded, GMPTE will continue to work with DfT and other organizations in order to ensure that GMITA's prioritized aspirations with regards to step free access are recognized and also influence the debate and the priority of other parties' investments, including schemes proposed in the rail re-franchising process.

Eccles Station:

- 6.4 Eccles Station has the potential to be a well used Rail / Metrolink interchange facility for visitors traveling to the likes of Salford Quays and Old Trafford, and this is something that the City Council is keen to support.
- 6.5 Tranche 2 of the National Station Improvement Programme (NSIP2) funding is provisionally available for 2010 onwards. Network Rail and Northern Rail have confirmed to stakeholders and partners which stations within the Northern Rail franchise are likely to be included for NSIP2 funding, subject to confirmation of 3rd party contributions.
- 6.6 Within Salford, Eccles rail station is included on the NSIP2 list. A contribution of around £150,000 has been earmarked to provide passenger enhancements at the station which are likely to focus on improving ticketing facilities. This funding has yet to be confirmed and is subject to third party contribution to unlock the NSIP funds. Delivery of the NSIP schemes is planned by 2014. Discussions are on-going with GMPTE (TfGM), Salford City Council, Friends of Eccles Station (FRECCLES), Network Rail and Northern Rail, in respect of the scope of work, potential third party contributions and delivery timescales.

Salford Crescent Station:

- 6.7 Network Rail is developing a enhancements scheme at Salford Crescent which will incorporate the following:
- 6.8 Platform lengthening works to accommodates six car trains;
- De-clutter and the provision of a new or refurbished canopy on the island platform to protect waiting passengers from the elements;
 - A new ticket office adjacent to Windsor Bridge by the A6; and
 - A DDA compliant lift and staircase access to the station from the A6- removal of the existing stepped ramp.
- Network Rail expect to complete the scheme by April 2014.

Salford Central Station:

- 6.9 In addition to GMPTE (TfGM), Network Rail and Northern Rail, key stakeholders will be involved in developing schemes at the above stations and GMPTE will continue to work with Train Operating Companies to maximize the role that franchise commitments can play in bringing about improvements to passenger facilities at rail stations.

Park & Ride

- 6.10 As part of the Accelerated Park and Ride Package provision for 49 parking spaces at Irlam railway station, and 265 spaces on the A580/M60 were identified for early delivery as part of the Greater Manchester Transport Fund programme. The Department for Transport is currently unable to confirm the availability or timing of future funding for the package and as a result GMPTE will be working in conjunction with key stakeholders to identify a way forward for this proposed package of works.

Metrolink

- 6.11 Last year saw the opening of the Metrolink extension to MediaCityUK, which will be of tremendous benefit, helping future employees and visitors to MediaCityUK to travel there without the use of a car. Future extensions out to the Airport, and towards Oldham and Rochdale over the next few years will increase the Metrolink network substantially, and significantly increase the accessibility of Eccles and Salford Quays by Metrolink. The City Council will seek to support the TfGM in its investigations into future options for extending the Metrolink system further within Salford, potentially reaching out to Barton.

7. CYCLISTS & PEDESTRIANS

Sustrans NCN Route 55, Roe Green Looplines

- 7.1 Salford now has two National Cycle Routes that bisect the city, Route 55 which links Salford to Wigan via the main Route 55, and Bolton via a spur off Route 55. The former Tyldesley and Roe Green railway lines, which were decommissioned in the 1960s, have been used as important leisure routes for over 20 years. In recent years, a programme of refurbishment has been undertaken with the long-term aim of improving the surfacing and access along the 7.5km loop line between the Bolton / Salford boundary and Monton. The improvements made to Route 55 have greatly improved the access of these green routes corridors for local residents of Walkden and Little Hulton along the route. There is still much to be done, however, and the City Council will be keen to secure funding to continue with this project.

Sustrans NCN Route 6

- 7.2 Route 6 links Manchester to Bury through Salford. The City Council has upgraded and extended the National Cycle Routes over the last couple of years, through resurfacing, signing schemes and extensions. Route 6 is the north/south route through the city that links Manchester with Bury through Salford, the route utilises on road sections and traffic free paths. The construction of a new spur of Route 6 alongside the River Irwell in Lower Kersal was recently completed. The spur provides a 1.8km traffic free extension to the existing Route 6 route for pedestrians and cyclists between Cowling Street and Littleton Road.

Bridgewater Way

- 7.3 The Bridgewater Canal earns a special place in history, being one of the first canals to be laid out across open country rather than being a river navigation. The towpaths of this canal are being developed for walking and cycling, as part of the Bridgewater Way initiative, led by the Bridgewater Canal Trust and supported by several organisations, including the City Council. In Salford, this will provide a 3km traffic-free route through the city. The City Council expects to continue supporting this project as part of a wider regeneration initiative.

Irwell River Park

- 7.4 Irwell River Park will create 8km of sustainable transport corridor connecting Central Salford, Manchester city centre and MediaCityUK via the River Irwell. The Park will link tourist attractions and economic destinations, promote healthy lifestyles, reduce flooding, improve biodiversity and replace road journeys thereby cutting congestion, carbon usage and air pollution.

- 7.5 The Irwell River Park scheme is divided into 4 zones, River Park Quays, River Park Central, River Park City and River Park Meadows. These zones will provide 8km of continuous route way for walking and cycling, as major improvement works are completed over the next decade.
- 7.6 New signage around the Park will show designated pedestrian and cycle routes. The Park is designated as part of the National Cycle Network, and will provide a direct traffic free route between Manchester City Centre and MediaCityUK. Ultimately, there are also plans for a Manchester water taxi service which will operate along stretches of Irwell River Park adding another sustainable transport of option.

A6 / Cycle Route Links to City Centre

- 7.7 The A6 represents a main corridor for Salford residents travelling to and from the Regional Centre. Works are in hand to transform the A6 Crescent and Chapel Street to provide a traffic calmed and improved environment for no-car modes of travel, particularly pedestrians and cyclists. To link with these improvements, the City Council intends to create an improved cycle route between Irlams O'th Height and Pendleton, and also provide cycle route links into Manchester City Centre.

Cycle Hire

- 7.8 The City Council remains keen to pursue a cycle hire scheme for Central Manchester / Central Salford, along the lines of the recently introduced schemes in London and Paris. Such a scheme would enable registered users to hire bikes from unstaffed "bike station" facilities that were strategically located about the centre. We will continue to investigate the funding options that may become available to deliver such a scheme.

Promotion and Publicity

- 7.9 Cycle routes, facilities and activities in Salford will continue to be promoted, through the distribution of our cycle route map (as part of the suite of Greater Manchester maps), contributions to our Greater Manchester publication "On Yer Bike", through regular updates to our Greater Manchester website: www.cyclegm.org, and on our own local Salford City Council website: www.salford.gov.uk/cycling .

A6 Broad Street / Frederick Road Crossing Facilities

- 7.10 During 2010, a footbridge across the A6 Broad Street (which spans a total of nine lanes of traffic) was severely damaged when it was struck by a transporter lorry. The damage was so severe that to undertake the repair would either require the A6 to be closed for several weeks, or else for the bridge deck to be removed, and taken away for repair off site. However, the City Council has decided to take the opportunity to remove this footbridge altogether, and replace it with an at-grade staggered signal-controlled crossing facility.

Pendleton Roundabout Subway Improvements

- 7.11 The large roundabout at Pendleton creates a major obstacle for pedestrians between the local residences in Broughton and Charlestown. Although there are subways through the roundabout, people often tend to avoid using them, as they can feel very enclosed and intimidating. However, the City Council has drawn up a scheme to improve these subways, with a focus on a new innovative lighting scheme. The intention is to clean up and brighten up the subway environment, to encourage greater use and help to reduce this severance effect.

Dropped Kerbs and Tactile Paving

- 7.12 Salford has a legacy of relatively old streets and footways, many of which do not provide dropped kerbs at pedestrian crossing points. The City Council has been implementing a programme of installing dropped kerbs and tactile paving along well used routes for several years now, but there is still much to do. The Council, therefore, intends to continue to devote resources to this programme during the LTP3 period.

8. TRAVEL PLANNING

- 8.1 Travel Plans are a way of identifying travel and transport issues on routes to schools and workplaces, or from residential developments, and coming up with solutions. The overall aim of a travel plan is to reduce the number of single occupancy car trips in order to reduce congestion, reduce the amount of carbon emitted and also to improve people's health and wellbeing by encouraging more active travel.

School Travel Plans

- 8.2 As of March 2010, there were 91 schools with a travel plan, 77% (including independents) and 80% (Salford City Council schools only). As part of the 'Travelling to School Initiative', these schools have each received a capital grant from the Government for on-site improvements identified within their travel plans.
- 8.3 The School Travel Team are continuing to work with schools in Salford as part of the Building Schools for the Future and offer technical support and advice on devising and implementing their travel plan.
- 8.4 The School Travel Team is continuing to promote travel plans to Independent schools and one such private school has recently completed a travel plan. The Council's travel plan coordinator is currently working with the school to get their plan approved.
- 8.5 We are also working with new build Primary Schools which involve a substantial change in travel patterns for many pupils due to closure and merging of existing schools.
- 8.6 From September 2010, 8 primary schools with less than 50% walking have been taking part in a 2 year walking initiative 'WoW (Walk Once a Week)', which is 50% funded by Department for Health and 50% from NHS Salford. This is a Living Streets initiative where pupils are encouraged to walk to school by rewarding those that do with badges and stickers. NHS Salford have offered funding for all primary schools with less than 80% walking to take part in WoW – this is due to start in May 2011. We are currently receiving expressions of interest. This could mean that 67 out of 80 primary schools in Salford are actively participating in a walking to school initiative. Officer support will be required to assist schools.

- 8.7 In October 2010, all primary schools were asked if they would like to take part in the 'Green Miles' competition, where they can 'walk' around Africa. If pupils travel to school by sustainable modes of travel, the distance is recorded, and plotted on a map of Africa to show how far pupils have travelled. This ran for 2 weeks during October as part of Walk to School Month. Over a quarter of primary schools have taken part in the scheme. Prizes were awarded to the winning schools and a prize was awarded to a pupil at each participating school. This will be repeated in October 2011.
- 8.8 The School Travel Team started a targeted modal shift approach with selected primary schools in September to increase walking to school. The travel plan coordinator will work with 13 primary schools as part of the STARS (Sustainable Travel and Road Safety) programme. Of these 13 schools invited to take part, 3 schools have come forward to work intensively on the STARS programme.
- 8.9 The STARS programme is a targeted programme for those schools with a School Travel Plan that is over 3 years old and who have 50% or more pupils travelling to school by car. The programme involves a review of the schools existing School Travel Plan and an intensive targeted programme of school travel and road safety activities for pupils.
- 8.10 Schools participating in the programme receive the support of the School Travel Team and the Road Safety Team to design and deliver a specific programme of activities to best meet the needs of the individual schools. These activities are scheduled and delivered over the school year to fit in with the school's existing activities and commitments.
- 8.11 The aim of the programme is to encourage more pupils to travel to school by sustainable modes of travel and thereby:
- promote healthy exercise which helps keep children and adults fit
 - help children develop personal and road safety skills
 - help to reduce congestion outside the school, reducing pollution and improving safety
 - give children the chance to learn more about the local area
 - help children arrive at school awake, alert and ready to learn.

Salford City Council/Urban Vision Travel Plans

- 8.12 Following a staff travel survey in 2009, a travel plan has been developed for Urban Vision; this has been approved by the Operations Board. This plan will aim to reduce the number of commuter trips by car, as well as aiming to reduce business miles travelled by car in order to promote health and wellbeing, as well as saving the organization money.

- 8.13 The Salford City Council staff travel plan was launched in June 2006. Since the introduction of the travel plan the Swinton residents parking scheme and a cycle to work scheme have been implemented. Improved changing and parking facilities for cyclists have also been provided. The staff travel survey was repeated for all Salford City Council staff in 2009. The results of the survey will be used to develop a new staff travel plan. A proposal for a new Staff Travel Plan for SCC has been presented to the Commercial Forum as part of the closure of Minerva House and the migration of staff to the Civic Complex. This travel plan would include proposals for Agile Working; pilots of which are already underway at the Civic Centre.
- 8.14 The new car share website for Greater Manchester was launched in May 2010 and is managed by Greater Manchester Transportation Unit. Posters were displayed in SCC buildings and UV buildings. An email was sent to all members of the old Liftshare scheme to encourage them to register for the new scheme, however many of them had since left UV/SCC. Information on the scheme was promoted on the intranet, with a hotlink from the home page for 2 weeks, and information went out in the staff newsletters. There are currently 33 registered members of the SCC/UV scheme on www.carsharegm.com. Further promotion is planned for the future.

Workplace Travel Plans

- 8.15 Since 2006, 27 travel plans have been developed for planning permission and have been reviewed by the Travel Plan Co-ordinator. One of these plans is an area wide travel plan for 25 companies on Exchange Quay developed with SCC/UV, Highways Agency and JMP Consultants. The travel plan for Exchange Quay was launched on 27th May 2010 with a promotional day held on-site with representatives from major stakeholders such as GMPTE, WalkIt, and CTC. A car share scheme for the site has been set up and over 50 employees signed up on the launch day. The marketing plan for the travel plan is being developed; new newsletters and a website are being used to promote the travel plan with regular events planned.
- 8.16 The Travel Plan Co-ordinator is currently working with the MediaCityUK Transport Group (including BBC) at MediaCityUK to develop and implement a travel plan for the new development.
- 8.17 A new website for travel plans in Greater Manchester has been launched www.travelplans.org.uk. This is regularly updated with local information for businesses on what is happening in Salford, and recently promoted In Town Without My Car Day. Businesses can go onto the website to find out how to develop a travel plan and who to contact. In September, companies with over 100 employees were contacted (by Lee Evans) by mail to deliver information about In Town Without My Car Day, and a leaflet outlining the benefits of developing a travel plan was also included with this pack.

9. NETWORK MANAGEMENT

Car Parking and Enforcement

- 9.1 Operational parking enforcement in Salford continues to be undertaken by our contracted service provider, NSL Services Group. They employ the uniformed Civil Enforcement Officers (CEOs) who patrol the city streets and car parks under Council direction. The company are now into their fourth year of a potential nine year contract term and have provided excellent service to the Council in this respect.
- 9.2 The CEOs can issue Penalty Charge Notices (PCNs) for a number of parking contraventions in Salford, they are additionally empowered by the Local Authority, under the provisions of the Clean Neighbourhoods and Environment Act, 2005, to issue Fixed Penalty Notices (FPNs) for offences of dog fouling, littering, fly posting and graffiti. During the reporting period, 412 FPNs were issued by CEOs for such offences in Salford.
- 9.3 Salford was probably the first area in the Country to multi-task CEOs in this way and, whilst parking enforcement is still their primary function, the CEOs have made a valuable contribution to the reduction of this kind of anti-social behaviour in the city. Indeed, a number of other authorities have sought advice from Salford in this respect and some now deploy CEOs in a similar manner, whilst other are also considering doing so.
- 9.4 Penalty Charge Notice processing, which includes dealing with correspondence, payments and appeal file preparation, is dealt with by a small team of Council Officers seconded to Urban Vision Partnership Limited.

Greater Manchester Road Activity Permit Scheme (GMRAPS)

- 9.5 Statutory undertakers (primarily utility companies) have rights to dig up and place their apparatus in streets, subject to compliance with the notification requirements in the New Roads and Street Works Act 1991. Highway Authorities also have powers to carry out maintenance and improvements works on adopted highways. The Traffic Management Permit Regulations came into force in April 2008, and give local authorities the power to apply to the Secretary of State to operate a permit scheme requiring statutory undertakers, highway and transport authorities to apply for a permit from the local authority (permit authority).

- 9.6 The ten Greater Manchester authorities, including Salford, are in the process of establishing a joint Greater Manchester Road Activity Permit Scheme (the GMRAPS). The GMRAPS will enable Greater Manchester's local authorities to minimize disruption by managing and co-ordinating the highway network more effectively. GMRAPS has been devised to benefit from the agreed, new Greater Manchester governance structures, and its development will align with the emerging arrangements. The aim is to have the new scheme in place and in operation by Autumn 2011.
- 9.7 Under the proposed permit scheme, each local authority will manage the issuing of its own permits. In order to improve the efficient flow of information, the intention is to create a centrally based team, known as the Collaborative Service Centre (CSC) to undertake key operational tasks on behalf of each of the ten authorities, including verification of permit applications and issuing of permits on behalf of the relevant permit authority in accordance with their instructions.

10. ASSET MANAGEMENT AND MAINTENANCE

Bridges and Structures

Network Rail Bridges

- 10.1 Assessment of Network Rail owned bridges within Salford has now been completed. Many of these bridges require some form of remedial actions, such as weight restrictions, temporary road narrowing, and/or footway works. Indeed, there are several cases where the bridges will require complete reconstruction. The current forecast estimate of the costs to undertake these works is in the region of £13 million - £15 million.
- 10.2 The rail bridges affected by restrictions are:
- 7.5 tonne weight restrictions with dispensation for buses and emergency vehicles (structures on Oldfield Road and Frederick Road, on Albert Street and on Church Street – Eccles Station);
 - 13 Tonne and 14 tonne Public service Vehicle (PSV) weight restrictions (Cemetery Road and Old Clough Lane);
 - 18 tonne weight restriction: (Station Road);
 - Reduced carriageway width using traffic signal control: (Wardley Industrial estate and Wellington Road).
 - Road narrowing: Pendlebury Road.

Little Hulton Station Bridge:

- 10.3 Principal Inspections of Little Hulton Station Bridge have identified that major repair and refurbishment work is required. Repairs to the bridge will at best be short term and are unlikely to avoid an ongoing maintenance liability. A study has concluded that a box structure constructed within the existing bridge opening would not only provide a long-term solution but also improve the appearance of the structure particularly for users of the Loop Line footpath.

Centenary Bridge Refurbishment:

- 10.4 Centenary Bridge is a lifting bridge which spans the Manchester Ship Canal, between Eccles and Trafford, and links Trafford Park to the M602 via Centenary Way. This scheme will address problems relating to the raising and lowering of the bridge and the bridge deck.

Highways Maintenance

Approach to Highway Maintenance

- 10.5 In Salford, we have developed a prescriptive approach to highway maintenance by assessing and analysing our regularly collected highway survey data, and determining scheme priorities and treatments based on this information.
- 10.6 The network condition is analysed utilising the United Kingdom Pavement Management System (UKPMS). The results of the condition index analysis are presented to identify relative condition in terms of red, amber, yellow and green levels. Red represents those areas that need attention, amber are areas that will need attention in the near future, yellow areas are showing signs of deterioration whilst green is generally good. Using our survey data to quantify priority areas for maintenance, we can assess longer-term programmes and costs. This prioritisation method underpins our Network Recovery Programme.

The Network Recovery Programme

- 10.7 The aim of the Network Recovery Programme is to invest in highway maintenance to recover the carriageway network and reach a sustainable steady state at a minimum cost. To start to recover the network, two main areas have to be addressed. Firstly, the maintenance backlog must be tackled. Secondly, the roads that are nearing rapid deterioration must be treated with a preventative measure. Preventative-maintenance techniques will extend the short-term life, delay the depreciation and have the benefit of being easier, cheaper and quicker to apply.
- 10.8 A three year rolling programme of both carriageway and footway repairs has been identified, based on the above criteria. This process, based on depreciation analysis, will deliver highway condition improvements, allowing us to move from a reactive maintenance regime to a more planned programme approach. The process will allow us to identify and intervene in areas of concern.
- 10.9 As a result of implementing the Network Recovery Plan, and carrying out treatments every year, it is expected that the deterioration can be arrested and the value of the highway network will be maintained. By using Urban Vision Engineers' skills and judgement, a Network Recovery Plan can be devised and delivered, which will cost less each year than the annual depreciation rate. Implementation of the Network Recovery Plan will also lead to the ability to reduce the defect intervention criterion from 50 to 40mm, in line with legal advice recently received. This approach will ensure that Salford, as the highway authority, fulfils its legal obligations with regards to highway maintenance and minimises any future revenue expenditure on reactive maintenance.

Section 58 Defence

- 10.10 A factor which has had a significantly negative effect on the condition of the highway network, is the “claims culture” within Salford. There are a high number of third-party claims for vehicle damage, and trips and falls on the highway. This established “claims culture” has meant that funding which would normally be used for highway maintenance has had to be diverted into settling claims. This currently costs the City Council approximately £2.5 million per year. The City Council recently undertook a programme of improvements, whereby £22million was invested in improvements to the highway infrastructure. The monies were profiled to be spent over 5 years and were raised by prudential code borrowing. The payback mechanism was linked to the net effect of reducing tripping claim payouts. This initiative has meant that claims have declined to the current figure of £2.50million per annum.
- 10.11 To further ensure that an adequate Section 58 defence can be demonstrated to claimants, additional funding has been made available to address a backlog of minor repairs. This will ensure that, in future, we can comply fully with our prescribed 28 day response period for minor repairs and have a robust defence against any future claims against the Highway Authority.

Street Lighting

- 10.12 A clearly defined level of funding needs to be allocated for the replacement of the existing street lighting stock, if it is to be maintained in a safe and adequate condition. It is imperative that consideration is given to improving the existing street lighting infrastructure, in view of its current condition and the potential problems that may occur in the future. The City Council will look at options for the means to invest substantial resources on street lighting during the period of LTP3. One such initiative will be the move to install LED lighting across the city. Not only will this reduce Salford’s electricity consumption, and costs, but the LED lighting itself will require significantly less maintenance, having an anticipated lifespan of approximately 20 - 25 years or so.

Public Rights of Way

- 10.13 Work to deliver the City Council’s Public Rights of Way Improvement Plan, PROWIP, is progressing. Public rights of ways and footpath information is now being recorded on the Council’s Highway Information Geographical Information System (GIS) recording assets, features and inspection information of all paths and routes.

10.14 In recent years, the Transport Capital Programme has provided funding which has enabled a number of PROW improvements to progress, including along the 7.5 Km of Roe Green Loopline, in the form of surface improvements/ access points and signing. Improvements have also been carried out along the Tyldesley Loopline between the B5232 Newearth Rd and the Roe Green Loopline . Both routes form part of Sustrans National Cycle Route 55. Work will continue to deliver the PROW IP during the LTP3 period, focussing on the more strategic and more popularly used routes.

11. IMPLEMENTATION PLAN

The following schedules provide an indicative breakdown of the proposed Transport Capital Programme for 2011/12, together with an indication of the likely levels of funding by scheme type for the following 3 years, 2012/13 – 2014/15.

Local Transport Improvements Programme, 2011/12 - Indicative (£000s)	
Local Safety Schemes	
School 20mph Zones Programme	130
Safer Routes to Schools Programme	130
Newearth Road / Ellenbrook Road Mini-roundabout	80
Accident Investigation	10
Leigh Rd / Ellenbrook Rd Junction Improvement	40
Liverpool Road, Irlam, Pedestrian Improvements	85
Leicester Road Pedestrian Improvements	105
Sub-total	580
Schemes to Assist Cycling	
Cycle Parking Facilities	10
Cycle Route Links to City Centre	75
Sub-total	85
Other Minor Works	
Dropped Kerbs & Tactile Paving Programme	100
Neville Road Traffic Calming	30
Village Street Street Lighting Improvements	4
Deans Rd / Ellesmere St Traffic Calming	40
Edison Road 20mph Zone	31
Lumn's Lane Speed Management	30
Arrow Street Traffic Calming	8
20mph Schemes, Worsley	85
Gerald Road Street Lighting Improvements	30
Albert Park Road Area Traffic Calming	33
Whit Lane Traffic Calming	20
Hereford Road / Winchester Road Traffic Calming	34
Driver Feedback Signs	27
Silverdale Traffic Calming	23
Station Road / Liverpool Road Junction	110
School Lane Traffic Calming	80
Continued	

Continued . . .	
Seedley Terrace Traffic Calming	19
Seedley Park Road Traffic Calming	32
St James's Street Width Restriction	15
Trafford Road Super-crossing	90
Astley Road Resurfacing	60
Community Committee Devolved Budget	400
Future Schemes Feasibility / Design Costs	139
Sub-total	1440
Local Transport Improvements Programme Sub-total	2105

Indicative Local Transport Maintenance Programme, 2011/12 (£000s)	
Bridge Assessment and Strengthening	
Bridges General	10
Subways Maintenance	5
Culvert Safety Improvement Programme	40
Footway Protection to Network Rail Bridges	110
Centenary Bridge Refurbishment	120
Sherbourne Footbridge Refurbishment	250
Sub-total	535
Highway Maintenance / Network Recovery Programme	
Carriageway Micro-asphalt Programme	520
Carriageway Inlay / Overlay Programme	1080
Carriageway Surface Dressing Programme	490
Footway Refurbishment	160
Sub-total	2250
Street Lighting Programme	
Inventory, feasibility and Programme Design	70
High-mast Lighting Priority Repairs	100
LED and Column Replacement Programme	1370
Sub-total	1540
Maintenance Programme Sub-total	4325
Total Transport Capital Programme for 2011/12	6430

Indicative Funding Levels for 2012/13 – 2014/15 (£000s)			
Scheme Category	2012/13	2013/14	2014/15
Local Safety Schemes	600	600	600
Schemes to Assist Cycling	200	200	200
Other Minor Works	800	600	400
Bridge Assessment and Strengthening	800	800	800
Highways Structural Maintenance	2000	2000	2000
Street Lighting	1600	1600	1600
Total	6000	5800	5600

Potential Improvement Schemes for Future Years - 2012/13 & Beyond (£000s)	
Local Safety Schemes	
Park Road / Memorial Road	20
Folly Lane / Rocky Lane Ped Crossing Facilities	80
A580 / Barton Road Junction	80
Further School 20mph Zones – Phase 2	140
A666 (Bolton Boundary to Billy Lane)	120
Bridge Assessment and Strengthening	
Kearton Drive Retaining Wall	100
Trafford Road Swing Bridge - Painting	200
Jubilee Footbridge - Painting	179
Railway Bridge No 8. Walkden Rd / A580	85
Crescent Bridge Pavement Protection	75
Little Hulton Station Bridge Repairs	270
Subway improvements – Phase 2	225
Walkden High Level Station Bridge	85
Schemes to Assist Cycling	
Sustrans Route 60 - Loopline (Monton Rd to A580)	200
NCN Route 55, Roe Green Looplines	300
Broadway Cycling Facilities	250
Other Minor Works	
A57 Irlam, Gyrotory Junction Signals Improvement	250
Crash Barrier Renewal Programme	500
A666 / Agecroft Road Junction Improvement	200
PROW Improvement Programme	50

APPENDIX

PUBLIC TRANSPORT ISSUES IDENTIFIED BY THE MEMBERS OF SALFORD CITY COUNCIL						
Ward	Rail Issues / Problems	Tram Issues / Problems	Additional Bus Services Required		Bus Issues / Problems	Other Transport issues
			To	From		
Issues Common to Several Wards	Improvements to stations required. <ul style="list-style-type: none"> • Disabled access. • Passenger facilities. Overcrowding on services at peak times. Improved access to local stations required. <ul style="list-style-type: none"> • Shuttle services between transport interchanges. • Re opening of Pendleton Station. 	Poor reliability of service. Lack of information for passengers when problems occur.	Swinton Salford Royal Hosp Manchester Airport Salford Quays	Winton Cadishead Irlam Broughton Winton Walkden Winton Barton Swinton (S) Swinton (N) Broughton Ordsall Irwell Riverside Langworthy Kersal	Unreliable services (late / cancelled) Lack of off peak services (night, evenings and weekends) More frequent services required. Poor bus access from housing estates. Shuttle services to main routes are required.	

Ward	Rail Issues / Problems	Tram Issues /Problems	Additional Bus Services Required (from Ward to . . .)	Bus Issues / problems	Other Transport Issues
Barton	<p>Poor links between Eccles Metrolink and train station.</p> <p>Poor disabled access to train station.</p>	Eccles Metrolink service is unreliable.	<p>Shuttle service between stations.</p> <p>Service to Manchester Airport.</p> <p>Taxi buses to smaller destinations (Local link)</p>	Lack of bus shelter on Barton Road.	Use of bus lanes by private hire should be permitted.
Broughton	Request to reopen Pendleton station.	Request for tram service to Bury.	<p>Request for direct services to,</p> <p>Swinton (Civic Centre)</p> <p>Salford Quays</p> <p>Trafford Centre</p> <p>Night service from Manchester city centre to Broughton.</p>	<p>Drivers not stopping to pick up passengers.</p> <p>Drivers not assisting passengers</p> <p>No night services from Manchester city centre to Broughton.</p>	

Ward	Rail Issues / Problems	Tram Issues / Problems	Additional Bus Services Required (from Ward to . . .)	Bus Issues / Problems	Other Transport Issues
Cadishead	<p>More carriages to alleviate overcrowding.</p> <p>Staffed Station at Irlam required.</p> <p>Cleaner trains.</p>		Swinton	<p>The 100 service only runs a 2 hourly service to Warrington.</p> <p>The 67 runs along the by pass displaying "out of service"</p> <p>Estates are a long distance from the main road. A shuttle bus to link estates to services on Liverpool Road is required.</p> <p>Late running buses, or cancelled services. This is frequent on evening and weekend services.</p>	

Ward	Rail Issues / Problems	Tram Issues / Problems	Additional Bus Services Required (from Ward to . . .)	Bus Issues / Problems	Other Transport Issues
Irlam	<p>Disabled access to Irlam Station is required.</p> <p>Ticket office is required.</p> <p>Seating on platform</p> <p>More carriages to stop overcrowding.</p>	Need for Metrolink line serving Irlam.	<p>Swinton</p> <p>Warrington</p> <p>Flixton</p>	<p>Late running or cancelled services and overcrowding.</p> <p>More frequent services required.</p> <p>Poor service away from main routes.</p> <p>Buses reluctant to pick up passengers with passes.</p>	
Irwell Riverside			Salford Quays	<p>Lack of evening and Sunday services.</p> <p>The Crescent / MediaCityUK shuttle excludes most of East Salford.</p>	

Ward	Rail Issues / Problems	Tram Issues / Problems	Additional Bus Services Required (from Ward to . . .)	Bus Issues / Problems	Other Transport Issues
Kersal	No local services. Trains are infrequent, overcrowded and overpriced.	Extension of the network to serve more areas (not specified)	Direct services to Salford Quays.	Unreliable services The 95 only runs an hourly service which stops at 6pm.	Local people require more transport options. In order to access jobs and shopping facilities.
Langworthy	Langworthy is poorly served by rail. Residents would like Pendleton station reopened.	Langworthy Metrolink stop is not central to the ward.	Salford Quays		
Little Hulton	Improvements needed at Walkden Station (not specified)		Bury	Infrequent services.	

Ward	Rail Issues / Problems	Tram Issues / Problems	Additional Bus Services Required (from Ward to . . .)	Bus Issues / Problems	Other Transport Issues
Ordsall	Disabled access to platform.	Improved communication on delayed or cancelled services.	Salford Quays	No cross city, or city centre services Issues with the frequency of service. In particular those that go through housing estates.	
Pendlebury	More stopping trains at Clifton Station.		Direct service to Bolton.	Busses not arriving. Buses not following the specified route. To make up time when running late.	
Swinton North	Overcrowded trains arriving at Swinton in the peak periods.		Salford Quays More frequent 484 service to Agecroft. Swinton / Manchester circular required (old 57 / 77 service)	Late running service and overcrowded buses in peak periods.	

Ward	Rail Issues / Problems	Tram Issues / Problems	Additional Bus Services Required (from Ward to . . .)	Bus Issues / Problems	Other Transport Issues
Swinton South			Salford Quays		
Walkden	Difficult to access platform due to stairs.		Salford Royal Hospital	Infrequent service on some routes.	
Winton	Station Improvements required (not specified, assume Patricroft and Eccles.		Swinton Salford Royal (Direct) Manchester Airport	M10 no longer runs an evening / night service. No service to Manchester Airport for staff.	