

GREATER MANCHESTER LOCAL TRANSPORT PLAN - ANNUAL PROGRESS REPORT 2004



INTRODUCTION

The Greater Manchester Local Transport Plan (GMLTP) covers the period 2001/02 to 2005/06 and has been developed jointly by the ten District Councils of Greater Manchester and the Greater Manchester Passenger Transport Authority, which includes elected members from the districts. The GMLTP was published in July 2000 and is consistent with the Government's Ten Year Plan for Transport. The plan is set out in "Investing in Excellence - Greater Manchester Local Transport Plan 2001/02 – 2005/06" (see Appendices)

The GMLTP sets out a plan for the maintenance and development of aspects of the transport system such as roads, Metrolink and bus stations. Broadly, the GMLTP contains transport policies that are intended to support economic and social development in ways that are equitable for all communities, sustainable and consistent with other policies, particularly those relating to town and country planning, which regulates property development and the use of land.

The GMLTP also serves as a submission to the Government seeking their approval to an agreed amount of capital spending on these activities. It can be viewed at www.gmltp.co.uk. Work has now begun to develop a plan for a further five year period.

Annual Progress Reports (APRs) are published each year to give the Government a broad view of our progress in Greater Manchester. This separate Local Report provides information on the policy and strategy background, gives further detail about progress in Tameside and identifies outstanding challenges.

In order to monitor progress towards objectives, the GMLTP identifies headline indicators of important transport statistics. These can be found in the appendices. The appendices also include Best Value Performance Indicators for transport activities. These have been introduced by the Government to compare each Council's performance and value for money against national standards.

Delivery between 2000/01 and 2002/03 was reported in the Annual Progress Reports published in 2001, 2002 and 2003 respectively and summarised in the first Tameside Local Report published in 2003.

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1.) Widening Travel Choice **-Public Transport**

Bus Travel

1.1) Four of the Quality Bus Corridors (QBCs) being developed in Greater Manchester will improve bus travel on:

A671 / A627 Rochdale – Oldham -
Ashton-under-Lyne - Hyde
A635 / A6017 / B6390 Stalybridge –
Ashton-under-Lyne - Manchester
A57 Hyde – Denton – Manchester
B6104 / A560 / A627 Stockport - Hyde

1.2) Tameside officers are working closely with officers of the Greater Manchester Passenger Transport Executive and other interested parties, on these schemes. Work is well advanced at A627 Oldham Road, Ashton and at many other locations improved bus stops can now be seen. These modern and attractive stops feature a raised footway for easier access to buses. This is a particular help for the mobility impaired.

1.3) The QBC's should help to deliver the improved and more popular bus services that the community have requested through the mechanisms of our Community Strategy. The Council is also making complementary improvements on some "feeder routes" to the QBCs.



1) Hyde Bus Station

Hattersley Bus Challenge

1.4) While Hattersley has a frequent local bus service accessible to the majority of residents, parts of the estate are now served only infrequently or not at all. Work continued by Point to Point Community Transport and GMPTE to establish services as agreed under Rural Bus Challenge. It is proposed to operate 17 seater buses with disabled access. This initiative has links to social inclusion and regeneration, specifically via access from communities in need to employment in the Tameside Economic Development Zone.

1.5) Greater Manchester Passenger Transport Authority is carrying out major improvements to Hyde Bus Station. Tameside Council is improving the taxi rank by the bus station, in keeping with the bus station works, as part of the SEMMMS initiative. Further information on SEMMMS is given elsewhere in this document.

1.6) A project has been carried out to improve pedestrian links from the surrounding residential areas to bus stops on the A635 QBC by upgrading footways and lighting. This project is within the Tameside Economic Development Zone and is supported by European Funding.

1.7) Arranged Passenger Transport (APT) is a subsidised shared taxi service, funded by GMPTA and operating in 12 areas of Tameside. The service is popular with the elderly and non car owners and is available to those who do not have regular bus services to where they live. It is being used by approximately 50 people per day.

1.8) Monitoring carried out for GMPTA gave both Ashton and Stalybridge Bus Stations an "A" rating for passenger information. Ashton was also rated "A" for cleanliness.

1.9) While the quality of buses has improved over recent years, passengers still experience difficulties such as unreliability of services (partly caused by

traffic congestion), long waiting times during the evening and an unattractive environment at some bus stops.

Rail Travel

1.10) The Greater Manchester Rail Plan has now been adopted by the Greater Manchester Authorities.

1.11) At Ashton-under-Lyne station, the construction of a new ticket office and enhanced waiting facilities was completed. This has provided safe and comfortable waiting facilities and a lift to the platform to provide access for the mobility impaired.

1.12) New finger post signs in town colours have been installed to help pedestrians find their way from the centre of Hyde to Hyde Central rail station.



2) Ashton Railway Station

Taxi Travel

1.13) In discussions with members of the Stalybridge community, a need for improved late night public transport was

identified, linked to the night time leisure economy and public disorder issues. This is being addressed through liaison with the taxi providers and local licensees.

1.14) The Taxi CCTV initiative now has CCTV in approximately 30 taxis. The scheme is operating well and evidence from the CCTV has been provided to the Police on a number of occasions.

1.15) The possible deregulation of taxis is an issue for the Council and possibly for the second GMLTP when this is prepared.

Metrolink

1.16) Preliminary works are being carried out to make way for the Metrolink extension to Droylsden, Audenshaw and Ashton. The Metrolink route has been incorporated in the Ashton Northern By-Pass Stage 1. A site for the proposed Droylsden Metrolink stop has now been prepared and site clearance is proceeding at Audenshaw. The Metrolink line between Manchester and Ashton-under-Lyne and improved access to it, are central to the regeneration of Ashton-under-Lyne, the New East Manchester area and access to the important employment site being developed at Ashton Moss. This line is part of a larger Metrolink contract which is currently being negotiated and experiencing some delays.

2.) Widening Travel Choice - Walking

2.1) The Council aims to encourage more short trips to be made on foot and to enable local residents to “walk in” to town centres. Because Tameside is made up of nine towns there is great scope for this approach to be successful.

2.2) 2003/04 Local Safety Schemes include a Puffin crossing at Oxford Road Dukinfield on the pedestrian route to the Morrisons Store and improvements for pedestrians at A57 Mottram Road / Sheffield Road, Hyde. The need for a puffin at Oxford Road was raised through the District Assembly at this location where there are a variety of traffic

movements due to a number of junctions close together. The existing bus stop was causing tail backs of traffic to the Foundry Street / Oxford Rd junction. It was therefore proposed to relocate the bus stop further from the junction. There is a raised planted bed to enhance the street environment.

2.3) The scheme to remodel the junction of Smallshaw Lane and Broadoak Road was completed.

2.4) Footpath improvements were continued in line with the Countryside and Rights of Way Act and the requirements of Best Value Performance Indicators. Surfacing and signing of a number of public footpaths was improved. The programme of improvements is developing well with footpaths and bridleways improved and 50 signs erected 2003/04.

2.5) As part of the A627 and A635 QBCs 1 Puffin crossing was provided along with 3 Pelican to Puffin conversions and 1 pedestrian refuge. Signal controlled pedestrian crossing facilities were installed at the junction of A627 Oldham Road and Newmarket Road.

3.) Widening Travel Choice - Cycling

3.1) A cycling forum has been established. So far, the forum has agreed a revised cycling strategy for the Borough and commented on proposals for the Ashton Northern By-Pass Stage 2.

3.2) As part of the developer funded Ashton Northern By-Pass Stage 1. 3km of cycle tracks were provided. A cycle lane and advanced stoplines were provided as part of the "Crown Point North" retail development in Denton.

3.3) After many years of decline, cycle usage appears to have stabilised. Two more automatic cycle counter sites have been established in order to monitor cycling trends.

3.4) The "COPECAT" manual has been used to help ensure that cyclists are adequately considered in the Council's plans and specifically in the Ashton Northern By-Pass Stage 2.



3) Ashton Northern By-Pass Stage 1

3.5) References to cycling will also be found elsewhere in this document.

4.) Changing Attitudes to Travel

Travel Plans

4.1) Travel plans aim to reduce the dependence on the private car for journeys to school, journeys to work and business trips and to raise awareness of alternative forms of transport. Fourteen School Travel Plans were introduced in 2003/04. These plans include the principle of safer routes to school and are co-ordinated with other activities such as education and the construction of physical measures such as 20mph zones and school frontage signing and traffic management measures. Further associated physical measures such as footway widening are planned for 2004/05. Improvements have been made to Clare Street, Denton as part of Safer Routes to School.

4.2) The Council's workplace travel plan was promoted via a leaflet included with employees pay slips. Car sharing is encouraged, promoted to employees by identifying the following advantages.

Sharing a car:

Saves you money - travelling with others enables you to reduce your transport costs by up to £1000 a year.

Reduces the number of cars on the roads - resulting in less congestion, less pollution and fewer parking problems.

Travelling with others reduces the stress of driving.

Provides a real solution to the transport problems of rural areas.

Gives employees and employers more transport options.

Reduces the need for a private car.

If everyone shared a journey to work just one day a week, traffic would be reduced to the level of the school holidays!

4.3) For Walk to School Week, Tameside worked with other Greater Manchester Authorities. Activities included a competition to design next years logo. The winner of the Tameside competition went on to get third prize in the Greater Manchester competition winning vouchers and a framed copy of the logo

5.) Safety First

Local Safety Schemes

5.1) The rolling programme of local safety schemes continues to address the engineering issues of road safety, with regular review of personal injury accident records and works prioritised principally by the potential for accident cost savings.

5.2) Tameside has adopted demanding targets for the reduction of killed and seriously injured (KSI) in road traffic accidents as part of a Public Service Agreement. The aim is to halve these figure for adults and for children by 2007/08 from an average baseline of 1994-1998.

5.3) Tameside has the best KSI rates in Greater Manchester and satisfactory progress is being made on child casualties. There has been a slight shortfall on casualty reduction for adults partly due to unusually high figures in the last year.

5.4) It is recognised that inappropriate speed plays a large part in many accidents. The Tameside "Watchman" schemes that have been introduced are helping to reduce speeds in key areas. The introduction of a Watchman system in Hyde was fully prepared in 2003/04. A pilot study shows that accidents in the zone protected by Watchman have been reduced by 33%. At A57 Mottram Moor at the Watchman site, only 1% of vehicles were observed to be exceeding 35 mph. Typically, in the absence of Watchman over 10% of vehicles could be expected to exceed 35 mph.

5.5) Other schemes include a Puffin crossing at Oxford Road Dukinfield on the pedestrian route to the Morrisons Store and improvements for pedestrians at A57 Mottram Road / Sheffield Road, Hyde.



4) New Puffin Crossing at Oxford Road, Dukinfield

School Frontages

5.6) Further progress has been made with "school frontage treatments". These aim to raise the visual profile of school accesses, regulate traffic in their vicinity and improve safety. 28 further schemes were completed in 2003/04 with almost all

schools now treated. They are supported through the Road Safety Partnership with Greater Manchester Police. These works form a co-ordinated approach to safety along with Road Safety training, School Travel Plans, 20mph zones around schools and the Kerbcraft initiative.

5.7) The Kerbcraft initiative, to develop the pedestrian skills and safety awareness of school pupils, is led by co-ordinators who train volunteers in order that they can teach safe pedestrian behaviour to school children.

5.8) The Council has two Kerbcraft co-ordinators There are 3 skills, viz Safe Places, Parked Cars and Junctions. And 76, 58 and 39 volunteers respectively have been trained in total.

Home Zones

5.9) Substantial progress was made on the construction of the Ashton West End Home Zone. The scheme complements the creation of a “doorstep green” or “pocket park”. Home Zones address both traffic management / safety and local street environment issues. Consultation was carried out on a proposed Home Zone at Baslow Road, Haughton Green, Denton.



5) Ashton Home Zone “Doorstep Green

Neighbourhood Road Safety Initiative

5.10) The Neighbourhood Road Safety Initiative (formerly known as Dealing

With Disadvantage) aims to address the higher risk of road casualties in disadvantaged groups. This is an example of joined up thinking from its inception, that explicitly involves investing in people as well as places. This new initiative currently attracts its own funding, however it has been suggested that it may be rolled in with the LTP in due course. Watchman speed warning equipment and off street recreation / play areas are among the proposed measures being developed. A novel signing concept proposes attaching road safety campaign signs to wheelie bins.

Community Safety

5.11) The Tameside Community Strategy identifies fear of crime as a key measure and aims to increase the percentage of people who feel safe in public places. At January 2004 72% of Citizens Panel members felt that their local neighbourhood was safe compared with 83% in September 01. Only 21% felt that Greater Manchester in general was safe. While it is not clear that these views reflect the real risks of crime, they may discourage personal mobility.

5.12) Vehicle related crimes have shown significant reductions between 2002/3 and 2003/4. Both theft of and theft from vehicles are down by 21% over that period, a reflection in part of the joint work of the Council and the Police in relation to secured by design car parks and “valuables on view” initiatives.

5.13) Incidents of Domestic Burglary show a 13% reduction between 2002/3 and 2003/4. However, the reductions are more dramatic from April 2003 when monthly figures averaged around 340. By January/February 2004 the monthly rate was running at around 210 – a 40% reduction. The lower figures reflect the impact of a number of co-ordinated Partnership actions – dealing with prolific offenders, alleygating projects, (44 more alley gating schemes were introduced in 2003/04), distraction burglary initiatives and improved levels of detection.

In a survey of December 2003 94% of residents interviewed said that alley gating had made them feel safer.

5.14) The following car parks were provided with cctv.

Church St Ashton (Nos. 1 and 2)
Old Cross St Ashton
Craven St Droylsden
Mill St Mossley

5.15) A number of bus shelters are covered by CCTV, in addition to the 60 town centre cameras. Outside normal hours the Councils CCTV Control Room monitors the 20 cameras in Ashton Bus Station.

5.16) Help Points were established at 6 locations in Ashton. These consist of a pole carrying a loudspeaker, microphone and push button, enabling contact with the control room for anyone who feels threatened. The installations are monitored by CCTV.



6) Help Point (in right background)

5.17) The Crime and Disorder Reduction Strategy plans to discourage youth nuisance by 10% per year, town centre crime by 20% by 2005 and nuisance / damage by 30% by 2005.

6.) Making Best Use of the Existing Transport Infrastructure

Traffic Management

6.1) A bus lay-by has been introduced at Oxford Rd Dukinfield, principally to stop traffic tailing back from the bus stop and blocking the Birch Lane / Jeffrey's Drive / Foundry Street / Oxford Rd junction.

6.2) In Ashton, on A635 Manchester Road, approaching Margaret St, lane markings were changed to better indicate the appropriate lane choice to drivers to improve traffic flow and safety. A nearby pedestrian crossing point was also improved. Spiral lane markings were introduced at the A635 (Telephone Exchange) roundabout which appear to have improved traffic movement.

Road Maintenance

6.3) As measured by Best Value Performance Indicators, the condition of the Principal Roads (A roads) have been maintained at a high standard and the other classified roads have been improved. Approximately 7 Km of Principal Roads were surfaced using Stone Mastic Asphalt (SMA) to reduce traffic noise. The condition of the unclassified (other) roads remains a concern.

6.4) Local Authorities have traditionally made their own assessment of their roads and sought funding based on this assessment. A system called "TRACS" is now being introduced by Government. It consists of a van equipped with sensors to measure the condition of the road carriageway. In due course this should ensure that all Local Authorities would have their road condition assessed in a fair and consistent manner.

6.5) Claims for compensation in respect of highway defects, have been increasing at approximately 20% per annum in recent years. Despite this, the Council was able to reduce the number of successful claims by approximately 40% between 2001/02 and 2002/03 with a corresponding decrease in costs to the insurance fund. Figures for 2003/04 are not yet available.

6.6) A pilot scheme was begun to address the problems caused by tree roots in footways. "Treemac" aims to develop a standard detail for paving to enable safe and cost effective paving to be maintained alongside the attractive street trees which residents seek to retain.



7) "Treemac" footway detail

6.7) The road maintenance carried out in 2003/04 is summarised in the appendices.

Bridges and Retaining Walls

6.8) During 2003/04 The following structures were strengthened to 44 tonne capacity to accommodate the "Euro Lorry"

Stamford Road retaining wall, Mossley
A670 Barkwell Lane retaining wall
Mossley,
A57 Denton Station Bridge,
A627 Cavendish Street canal bridge,
Ashton
A6017 Hooley Hill Tunnel, Audenshaw

6.9) The Council also assessed road over rail bridges in partnership with Network Rail and the Council's own retaining walls. These structures will be included in future years strengthening programmes.



8) Stamford Road retaining wall, Mossley

7.) Demand Management

Parking

7.1) There are 2365 pay car park spaces in the Borough. From the available data there seems to have been a slight shift from longer to shorter term parking. Price changes at Spring 2003 have distributed the increase in prices in order to discourage longer stays.

7.2) The review of existing parking controls is well progressed. This will underpin the next steps in decriminalised parking enforcement.

7.3) The Council's website now allows application for blue badge parking permits.

Road Space Reallocation

7.4) A number of schemes were completed in 2003/04, which reallocated road space previously used as carriageway or provided a formal crossing over the carriageway. These schemes generally have a number of functions and may therefore also be referred to in other sections of this document.

7.5) Near Mossley Market Ground, footways alongside A670 Stamford Street were widened to improve the pedestrian environment and to make crossing the road easier in the vicinity of the bus stops.

7.6) Other schemes include a bus lay-by and Puffin crossing at Oxford Road Dukinfield on the pedestrian route to the Morrisons Store and improvements for

pedestrians at A57 Mottram Road / Sheffield Road, Hyde and Broadoak Road / Smallshaw Lane Ashton.

7.7) Similar works are also included in the Quality Bus Corridors.

8.) Delivering the Goods

8.1) As part of the Primary Route Network re-signing, 3 signs were provided which identify a specific route for goods vehicles heading to the Arcades shopping centre loading bay.

8.2) As identified elsewhere, bridges and retaining walls were strengthened largely to accommodate heavy goods vehicles. This was particularly important in the case of the retaining wall at Stamford Road Mossley. While not classified as a Principal road, it provides a vital link between A635 and A670. Due to the sparse nature of the local road network, temporary closure of this route led to severe problems for goods transport, highlighting its importance.

9.) Transport in its Wider Context

9.1) There are linkages made between the GMLTP and other policy areas at national and Greater Manchester level. There are also local linkages with other Tameside policies. Examples of this kind of “joined up thinking” include:

9.2) The Community Strategy identifies the Local Transport Plan as a partner document with the aim of halving the number of people killed and seriously injured on Tameside roads by 2007/08, increasing bus use and making Tameside cleaner, greener and more accessible.

9.3) The revised Unitary Development Plan is scheduled for adoption during 2004. The UDP is utilised by the

Tameside Strategic Partnership Board, as it reflects priorities for sustainability regeneration and employment, and identifies their linkages with transport.

Information and Communication Technology (ICT)

9.4) Tameside Council is a pioneer in introducing ICT into its relationship with the public and this is known as e-government.

9.5) Tameside Council’s website, www.tameside.gov.uk has improved accessibility of services, including access for the disabled and reduces the need to travel to Council premises. The section of the site aimed at older people gives specific advice on transport.

9.6) As part of e-democracy “Tameside TV” provides live webcasts of District Assembly meetings etc.

9.7) An electronic learning community has been established with internet access in libraries and also in non-traditional locations sympathetic to minorities or having a “cyber café” atmosphere.

9.8) A range of initiatives are in hand to improve communication and service to the public. Geographical Information Systems (maps) make it easier for members of the public to pinpoint problems when reporting them to the Council. The same systems also help to manage complaints (e.g. potholes) and record our response.

9.9) The Citizens’ Portal is accessed by unique password and provides access to information tailored to each customer’s needs and reducing the need to search the website.

9.10) ICT based service access is also available at local service centres as part of the “Customer First” initiative.

9.11) The Council’s intranet gives employees access to a car sharing scheme.

Social Inclusion / Regeneration

9.12) Tameside has a social and economic legacy from the Victorian age. Many jobs are in long established but now declining sectors of the economy. Much of the built environment, including roads, is dated. Wages and educational attainment are traditionally below the national average, however there are clear signs that both are now catching up. In recent years there has been renewed interest in development, particularly at sites such as Ashton Moss, partly due to the completion of the M60 motorway. Transport policy has a contribution to make by improving accessibility for people and goods both within Tameside and beyond and doing this in a way that is equitable between the different groups and individuals in the society.

9.13) Tameside is formed from nine separate towns and town centres have a particularly high priority within both the GMLTP and Tameside's policies and plans. Resources are targeted at regeneration to create thriving town centres, which also reduce the need for local people to travel to facilities elsewhere. Measures of "retail vitality" made by GMRIPU show Ashton to be improving in this respect and moving up the ranking within Greater Manchester.

9.14) Funds are allocated to street scene improvements from sources including the LTP. Each of the towns which make up Tameside has its own colour, used for street furniture. These and other details contribute to improving the streetscape. Street clutter such as redundant signs and poles has been removed. While difficult to measure, few people will doubt that these measures have increased confidence in the town centres and the Borough as a whole.

9.15) Social exclusion is a high priority and is being addressed across the Council's services. Measures of access to services have been used to identify the four wards with the poorest access to services.

9.16) The Ashton based CYCL:OPS youth project was established in 2003 partly to divert young people away from crime. It takes on volunteers between the ages of 12 – 17 to restore stolen and unclaimed bikes that are passed on from the police. These are then donated to countries whose main mode of transport is two wheels. Cycl:Ops was originally the idea of a young person who did up a bike and sold it on to a youth worker.

9.17) Those that volunteer themselves for the project take a 15-week training course in which they learn bike mechanics and gain a Youth Achievement Award at the end of it.

9.18) The project has recently won the Tameside round of the MAD (Make a Difference) competition and is currently looking for volunteers. For more information about Cycl:Ops call Trevor Barraclough on 0161 339 1379.



9) "Cycl:Ops" youth project

9.19) The Ashton Northern By-Pass, stage 1 and the proposed stage 2 contribute to the regeneration of Ashton by facilitating development which will generate employment accessible by communities in need using foot, cycle, bus, Metrolink or car.

9.20) Tameside Economic Development Zone (EDZ) covers the west part of the Borough and encompasses the M60. A project was carried out in 2003/04 to

improve pedestrian links from the surrounding residential areas to bus stops on the A635 QBC. This project was funded by LTP sources and European funds from the EDZ. 3 Kilometres of footway and 65 street lighting points were improved. As another part of the EDZ project, owners of property and land adjacent to major corridors of movement, are being assisted in upgrading the appearance of fencing and landscaping. While this is not a transport project it will enhance the environment for all travellers.

Air Quality Action Plans

9.21) Tameside declared an air quality management area on 1 July 2001. The Government's Department for Environment Food and Rural Affairs (DEFRA) has approved the Greater Manchester Air Quality Action Plan. A roadside emissions testing scheme was operated with four sessions in 2003/04.

Works Funded by Developers

9.22) Development control regulations allow the Council to attach conditions when planning applications are approved. In particular, where large developments such as business parks are likely to attract substantial traffic, the developer may be required to provide improvements to roads and transport facilities in the area of the development.

9.23) The amount of car parking may be specified at a development and the UDP seeks to draw a balance between the need for parking and the impact of attracting too many cars. The Greater Manchester Planning Officers' Group has commended revised car parking standards to the District Councils of Greater Manchester, including Tameside. These revised standards seek to move the balance of travel away from excessive dependency on the car.

9.24) As a result of conditions, which the Council specified before granting planning permission, the following developments

were required to provide transport improvements as follows.

9.25) A new retail development "Crown Point North" at Denton, has provided cycle lanes and advance cycle stop lines as part of the off site highway works. Cycle parking has been provided within the development. The LTP has funded related improvements to Clare Street as part of Safer Route to Schools.

9.26) Ashton Moss developments
The Ashton Northern By-Pass Stage 1 opened in December 2003, associated with

the business park. This route includes a central reservation, which will be the route for Metrolink between Manchester and Ashton. Bus services 337, 338 and 7 now use the by-pass.

9.27) At Hyde finger post pedestrian signs in town colours were provided, funded by the ASDA development.



10) Pedestrian sign, Hyde

Health

9.28) The Council recognises the links between transport and health. There are links with objectives ranging from economic development to transport / health issues and including accident prevention and promotion of physical activity such as walking and cycling. GMLTP objectives in respect of accidents, pollution, walking, cycling and traveller stress will help to deliver better health.

Tameside's road safety unit works with the Health sector to deliver road safety information packs to the mothers of newborn babies. The establishment of more comprehensive links to the Health Sector is being pursued.

Disability

9.29) In order to maximise accessibility for the mobility impaired, the Council has continued to implement the following measures.

9.30) During footway maintenance works, any remaining raised kerbs at crossing points are routinely lowered to be flush with the carriageway.

9.31) Disabled facilities are provided at signal controlled pedestrian crossing facilities including tactile paving and tactile / audible indicators. Progress in implementing these facilities is measured by Best Value Performance Indicator 165.

9.32) On Quality Bus Corridors and also other significant bus routes, bus stops were improved to include raised kerbs allowing level access to buses, thus greatly easing access, including wheelchair access.

9.33) The Council is working with the other Authorities in Greater Manchester to develop an access design guidance manual.

9.34) During the refurbishment of Ashton rail station a lift was installed between the entrance and the platform.

Education

9.35) Along with road safety education, the kerbcraft initiative and travel plans, the Council introduces school pupils to the environmental issues of transport choice through the Eco-Schools initiative.

9.36) As part of the transport policy for students aged 16-19 funds have been allocated to support independent travel by special needs students. This scheme has been well received and helps the students to develop independence.

9.37) Two bright yellow dedicated school buses have been introduced serving Alder High School, Hyde.

Rural Access

9.38) The Countryside and Rights of Way Act requires Local Authorities to prepare a Rights of Way Improvement Plan to provide a satisfactory signposted network of footpaths. Footpath improvements were continued in line with the Act and the requirements of Best Value Performance Indicators. Surfacing and signing of a number of public footpaths was improved.

9.39) A Bridleway and farm access via Rayner Lane were accommodated as part of the Ashton Northern By-Pass Stage 1. Arden Bridge provides a Bridleway crossing in the Tame Valley and the strengthened retaining wall at Hobson Moor Road provides access to farms

10.) Major Schemes

10.1) Work continued on the design and preparation of Ashton Northern By-Pass Stage 2 and the Glossop Spur Road.

10.2) Planning approval for Ashton Northern Bypass – Stage 2 was granted in September 2003 following a public exhibition of the proposals. Consultations with the newly formed Cycling Forum and other affected parties including Network Rail have also been undertaken. Site investigation works have been carried out and design work is progressing.

10.3) Planning approval has also been granted for the relocation of a mosque from its current site, which is on the line of the by-pass. It is expected that Orders will be published in July 2004.

10.4) The Glossop Spur Road will link with the proposed A57 / A628 Mottram to Tintwistle Trunk Road scheme, promote by the Government Highways Agency (HA). The HA is about to announce a revised programme which indicates

construction commencement/completion dates of 2006/2008 respectively. The Glossop Spur programme will reflect these changes. In line with the programme, the traffic model has now been validated by the HA and is being used for the Glossop Spur traffic appraisal.

10.5) QBC schemes at A57 Hyde to Manchester and A627 Hyde to Stockport are major schemes under the umbrella of SEMMMS, below.

11.) South East Manchester Multi Modal Study (SEMMMS)

11.1) An overview of the SEMMMS initiative is given in the Greater Manchester Annual Progress Report. The part of Tameside south of the A57 / M67 corridor falls within the SEMMMS area and additional transport measures have been implemented, funded from the SEMMMS settlement.

11.2) The SEMMMS measures concentrate on improving the attractiveness of district and local centres and improving safety and amenity through the implementation of 20 mph zones in a number of residential areas and close to schools. Also by upgrading street lighting and tackling the backlog of repairs to footways/carriageways, especially on well used pedestrian routes and public transport corridors. The programme also seeks to extend the uptake of school and company travel plan initiatives and aims to develop a number of travel awareness pilot projects along with partner authorities. References to SEMMMS works will be found elsewhere in this report.

12.) Consultation and Best Practice

12.1) The Community Strategy produced by Tameside Strategic Partnership Board is an umbrella for various member partnerships, dealing with issues including health and crime/disorder. It identifies the

Local Transport Plan as a partner document with the aim of halving the number of people killed and seriously injured on Tameside roads by 2007/08, increasing bus use and making Tameside cleaner, greener and more accessible. It should be noted that this is not just a strategy for Tameside Council. It is intended to meet the needs of the whole community as expressed in surveys and other consultations.

12.2) The Citizen 2000 panel – this demographically representative group of

residents are involved in a participative process to define corporate policy,

including large group intervention techniques to develop the community plan.

12.3) Members of the citizens portal, accessed via the Council's website can be polled for their views. Consultation via this means is in the early stages of development.

12.4) Tameside Council has recently developed the consultation database, which is a way of recording and also finding out about what consultation activities and events are going on locally.

12.5) The database holds information about local consultation exercises and where they are taking place. As well as entering the details of your consultation, it is also possible to search by method, by topic or by area for activities and events that are of interest. Contact Margaret Macnab on 0161 342 3026 or email margaret.macnab@tameside.gov.uk

12.6) During 2003/04 public consultation was undertaken on the designs for a "Home Zone" in the west end of Ashton supported by Home Zone Challenge Funding from DfT. The scheme is intended to restrict the impact of traffic and improve the local environment. Practices for streetscape consultation, design and construction were studied in

operation at a Home Zone developed by Manchester City Council.

12.7) As a result of extensive consultations, design and works supported by the challenge funding, the Council was well placed to develop and consult on a further Home Zone at Haughton Green, Denton, as part of the SEMMMS initiative. The consultation phase was completed during 2003/04.

12.8) Tameside Economic Development Zone transport audit was commissioned to explore the barriers between the

communities in need and employment opportunities. This involved discussions with local representatives, a questionnaire survey of 400 households and focus groups to discuss solutions. Residents in the Ridge Hill area of Stalybridge reported difficulties with transport, mainly due to unreliable bus services.

12.9) The Council established a cycling forum including representatives of cycling organisations and the general public. A replacement cycling strategy was developed with the involvement of the cycling forum and this will help to guide the Council's approach to cycling issues in the future. The cycling forum have been consulted on the design of the Ashton Northern By-Pass Stage 2 identifying issues of corner radii, cycle lanes, drainage details and traffic signalling.

12.10) A public exhibition of the plans for Ashton Northern By-Pass Stage 2 was held.

12.11) A public consultation was held on the A635 Quality Bus Corridor.

12.12) Taxi operators were consulted about the plans for the Taxi Rank near Hyde Bus Station.

12.13) In developing the Stamford Road retaining wall scheme there was sustained consultation with the local District

Assembly on the management / impact of the works and the necessary traffic diversions.

12.14) Consultation was carried out with the users of Arden Bridge and the bordering Local Authority.

12.15) Materials for paving and street scene in Denton Town Centre were subject to a public realm place check exercise in association with developer funded works in the area.

13.) Our Programme for 2004/2005 and Beyond

13.1) The programme for 2004/05 until the end of the plan period maintains the themes of previous years. As mentioned above, progress will continue on preparing the Major schemes

13.2) The A57, Manchester Road, Denton, from M60 to the Manchester boundary near Thornley Park, was a Trunk Road until recently and as such its maintenance was the responsibility of the Government's Highways Agency. Responsibility for this road was passed to Tameside on 1st May 2002. A successful bid for £110,000 was made to bring this section of road up to acceptable condition. This work will be carried out in 2004/05.

14.) Revenue Funded Works

14.1) In addition to Capital funds mainly secured through the LTP process, the Council also spends part of its revenue budget on Highways and transport needs, such as cleaning and routine maintenance.

14.2) Local District Assemblies have their own budgets and Environmental Officers who are able to help coordinate a response to local problems of highway condition and the street scene.

14.3) Winter gritting has been improved with additional carriageways and some footways being included. Online requests can be made through the Council's website using the Street Scene system to request gritting, street sweeping and highway repairs.

14.4) Tameside's Road Safety Unit provides 104 school crossing patrols, education, training and publicity. Cycle training is provided in schools under the "Tameside Safer Cycling" scheme.

14.5) In addition to supporting national and Greater Manchester campaigns, the unit arranges education and training support for pre-school groups, information for year 7 pupils and theatre based approaches for year 6 and 7 pupils. There is regular liaison with the Police and joint working with the Health Authority.

15.) Appendices

- 1) Details of Greater Manchester Local Transport Plan documents
- 2) Headline Indicators, Best Value Performance Indicator and Revenue Expenditure.
- 3) Road Maintenance 2003/04
- 4) School Crossing Patrol Coverage

Appendix 1) Greater Manchester Local Transport Plan documents

The documents for each year can be readily identified by the colours of the covers as follows:

July 99 Provisional GMLTP
orange/grey-green

July 00 Full GMLTP*
blue/orange/green

July 01 First APR
blue-green/blue/navy

July 02 Second APR
purple/green

July 03 Third APR
gold

July 04 Fourth APR
dark blue

A number of supporting technical documents have also been published which would not normally be of general

interest. They share the same cover colours.

*The full title of this document is "Investing in Excellence - Greater Manchester Local Transport Plan 2001/02 – 2005/06." It is a substantial document about 2cm thick with a blue orange and green cover and held at all Tameside libraries along with APRs for each year. It is generally referred to as "the LTP" and can also be viewed at www.gmltp.co.uk.

Appendix 2) Headline Indicators and Best Value Performance Indicators 2003/04 details are given overleaf.

The process of implementing Best Value has continued. Further information can be viewed on the Councils website www.tameside.gov.uk

Appendix 3) Road Maintenance 2003/04

The following capital funded work was carried out.

Type	Length Treated		
Footways	9Km		
Carriageways	9Km		

Appendix 4) School Crossing Patrol Coverage

A total number of duties are planned for each year, based on the number of sites x number of patrols per day x number of days per year. The number of duties actually covered will be less than 100% of this figure. 99% coverage was achieved in 2003/04, however, it is already clear that such a high figure cannot be maintained indefinitely.

Appendix 2) Headline Indicators and Best Value Performance Indicators 2003/04

Indicator

HI 10 School Travel

28	Number of schools benefiting from physical works implemented in 2003/04
85	Number of schools benefiting from physical works implemented in the current LTP period to date
15	Number of schools benefiting from specific road safety education, training and publicity measures carried out in that financial year
14	Number of schools benefiting from other transport measures implemented in 2003/04
16	Number of schools benefiting from other transport measures implemented in the current LTP period to date.

HI 11 Residential properties in traffic calmed areas

95,000	Total number of residential properties in District
39083	Number of residential properties in all traffic calmed areas
33083	Number of these residential properties in 20 mph zones
100	Number of residential properties in Home Zones
41.14	Proportion in traffic calmed areas

HI 16 Maintenance

This information is used in the formulaic block maintenance allocation, as well as reporting progress in the Monitoring Report

	Total number	Number to be assessed	Number requiring strength'g	Number requiring structural mtce	OWNERSHIP			
					Local Authority	Railtrack	British waterwys	Others
A Bridges > 1.5m span								
Bridges on principal roads	17	5	8	4				
Bridges on non-principal classified roads	59	46	13	0				
Bridges on unclassified routes	83	56	3	15				
Total	159	107	24	19	94	43	8	14

	Length to be assessed	Number failing assessmt	Length requiring strength'g	Length requiring structural mtce
B Retaining walls				
Retaining walls on primary route network	2		0.25	
Other retaining walls	19.2		8.75	
Total	21.2	0	9	0

C Bids for strengthening and major maintenance of bridges and structures on the nationally recognised primary route network

Include only schemes >£50,000

Structure name	Road number	Scheme type (Strengthening or Major Maintenance)	Cost £	Programmed Year
Ashton Branch Rwy	A627	MM	50000	2005
8 Subways	A635	stren	50000	2006
Staley Bridge	A6018	MM	100000	2006
Bardsley	A627	MM	50000	2007
Audenshaw Canal	A635	MM	50000	2007

D % Street Lighting Appendix B completed 90

Cycling

On Road training	
Number of Year 5 children trained in 2002/03	0
Number of Year 6 children trained in 2003/04	0
Total number of Year 6 children in 2003/04	2829
Proportion receiving training	0
Off Road training	
Number of Year 5 children trained in 2002/03	60
Number of Year 6 children trained in 2003/04	332
Total number of Year 6 children in 2003/04	2829
Proportion receiving training	13.856486

Best Value

		C/DVI	2004-05 target
BV 96	Condition of principle roads; % network with negative	4.31	4.1
BV 97	Condition of non-principal roads		
	a) non-principled classified roads	12.48	10
	b) proportion of unclassified roads	15.19	15.07
BV100 #	Number of days of temporary traffic controls or road	0.57	0.57
BV106 #	% new homes built on previously developed land	74	80
BV165 #	% controlled pedestrian crossings with facilities for	83	88
BV 178 #	% total length of footpaths & PROW easy to use	84	88
BV186 #	Roads not needing major repair		
	a) principal road network	128	138.5
	b) non-principal road network	193.9	199.5
BV 187 #	Condition of footways		
	a) Category 1, 1a & 2	15.48	18.78