

# Trafford Transport Strategy 2009



**TRAFFORD**  
COUNCIL

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## 1. Purpose of the Strategy

Trafford is one of the most sought after locations to live in the north of England, having a high quality environment, a strong and diverse economy and internationally renowned sporting, cultural and leisure attractions. A group of distinct town centres make up the heart of the Borough, adding individual character and providing vibrant places for people to live, learn, work and relax. Trafford is also a Borough of contrasts and some of its neighbourhoods are amongst the most disadvantaged in the entire country. As a result of the Borough's complex nature, there exists a range of transport challenges to Trafford's strategic role, particularly as an engine of economic growth for the Manchester City Region.

This strategy provides a 15 year vision and actions for transport in Trafford, setting out the key challenges and issues to be addressed and associated priorities for investment. It outlines a framework for delivery of an efficient, high-quality and sustainable integrated transport network to serve the needs of local people and the business community.

## 2. Our Vision for Transport

**Our vision is for a transport network that supports and strengthens Trafford as an attractive, prosperous, vibrant and safe place where people want to live, learn, work and relax.**

Under this overarching vision, 15 key objectives linked with the second Local Transport Plan and local priorities have been identified which will guide our future investment programme and priorities. They are:

- **Objective 1:** Encourage modal shift to sustainable transport modes, including public transport, walking and cycling, particularly for trips to/from the Regional Centre;
- **Objective 2:** Enable improvements and reduction in congestion across Trafford and as per the objectives of the A56 Corridor Development Guidelines Supplementary Planning Document (SPD2);
- **Objective 3:** Develop and improve existing Quality Bus Corridors and increase bus patronage, particularly outside of the M60;
- **Objective 4:** Address overcrowding issues on the Altrincham Metrolink line;
- **Objective 5:** Increase rail patronage to/from local stations on the Manchester – Liverpool line;
- **Objective 6:** Improve sustainable transport access to all education facilities and reduce the proportion of car trips to schools through Safer Routes to School.;
- **Objective 7:** Improve east-west public transport links across Trafford;
- **Objective 8:** Promote social inclusion and facilitate access improvements to identified priority regeneration areas, including Partington, Carrington, Gorse Hill and Old Trafford (in line with the Old Trafford Gateway Development Framework);
- **Objective 9:** Deliver enhanced sustainable transport access to key health facilities, and to meet the demands generated by hospitals;
- **Objective 10:** Improve sustainable transport access and interchange to Altrincham, Sale, Stretford and Urmston town centres, and to large employment sites, e.g. Trafford Park, Manchester Airport
- **Objective 11:** Reduce the number of people killed or seriously injured (KSI) in road collisions;

- **Objective 12:** Improve air quality on orbital and radial routes and contribute to reducing carbon emissions in line with national and local targets;
- **Objective 13:** Ensure close co-ordination between planning and transport policy and support major mixed use development opportunities identified in the UDP/LDF;
- **Objective 14:** Provide the necessary transport infrastructure to cater for additional travel demands due to housing and employment developments, as per the objectives of SPD1: Developer Contributions to Highway and Public Transport Schemes;
- **Objective 15:** Encourage involvement from all sectors of the community in providing for transport needs and changing travel patterns and identify opportunities to lever in additional funding contributions.

### 3. Policy Context

This strategy is produced in conjunction with other Trafford Council initiatives, policies and strategies that recognise local priorities and within the wider context of national, regional and sub regional policies, including the Regional Transport Strategy and Greater Manchester Integrated Transport Strategy (GMITS). Importantly, the strategy considers land use, development, housing, sustainability and conservation policies to assist in the preparation of other strategic documents and contribute to the Local Development Framework (LDF) process which is currently the subject of consultation.

Trafford currently obtains a degree of Local Transport Plan (LTP) funds in the order of £1.7million annually to tackle key issues such as road safety, congestion, access to services and air quality. This LTP funding achieves certain key local improvements. Many LTP initiatives are funded at Greater Manchester level reflecting travel flows across council boundaries and thereby requiring joint funding and cross authority working. Given its key location and volume of through travel, it is essential that Trafford gets its fair share of joint funding so as to achieve local impact within the city region.

Over the next 15 years one of the key challenges is the reduction of congestion, both on the highway and Metrolink networks, which if left unchecked could threaten economic growth.

At a Greater Manchester level, the Transport Innovation Fund (TIF) bid to introduce congestion charging alongside a package of public transport and network improvements was developed during 2007 and 2008 to tackle the sub region's transport issues. Trafford Council did not feel that the TIF bid was an appropriate solution or that it provided equitable improvements for our residents and businesses.

Following the decision in December not to go forward with the TIF bid, there is a need to develop alternative solutions to our transport challenges. The governance framework within which transport is delivered is also changing and Trafford will need to make the most of the new context. A major scheme review is being undertaken to prioritise Greater Manchester's major transport investment proposals. The aim of the work is to rank schemes that would be delivered first if funding were available. The prioritisation will focus on the contribution of each scheme towards economic growth and GVA, subject to the overall package of schemes improving social and

environmental outcomes. Schemes to be considered as part of the review include those identified in the Regional Funding Allocation (2006-2019) and all major schemes included in the TIF package. The objective is to have a ranked list by the end of April 2009.

The Local Government White Paper Strong and Prosperous Communities, 2006 set out the Government's vision of revitalised local authorities, working with their partners, to reshape public services around the citizens and communities that use them. As part of this, a new way of working is required that gives citizens and communities a bigger say which enables local partners to respond more flexibly to local needs, including Local Area Agreements (LAAs).

In developing Trafford's LAA, the Trafford Partnership has included priorities and indicators relating specifically to transport as well as priorities and targets which transport can have an impact on.

As part of the emerging Manchester City Region agenda, authorities have developed a voluntary Multi Area Agreement (MAA). This includes proposals for some transport related measures and targets.

At the same time, the GMPTA became the Integrated Transport Authority (ITA) on 9 February 2009, taking on a greater role across Greater Manchester to deliver LTP priorities working with districts. As the new approach to LAAs is a dynamic process, which will be reviewed annually, there could be opportunities to influence the inclusion of outcomes and targets in the future, including how transport can help to deliver wider outcomes.

Trafford Council will continue to exercise leadership across Manchester in guiding debate and we encourage local input into delivering in the new framework.

#### **4. Socio-Economic and Development Context**

In 2001 the population of Trafford was approximately 213,000<sup>1</sup> and is forecast to rise by 6%<sup>2</sup> over the period 2001 to 2021. In 2005 there were approximately 126,000<sup>3</sup> jobs within the Borough. Unemployment levels overall in Trafford are below the national average, but there is a degree of polarisation with areas such as Old Trafford and Partington experiencing high levels of unemployment and deprivation. At the same time, recent surveys of businesses suggest confidence in the profitability of exporters in Trafford decreased in 2008, with local companies signalling low confidence levels, and a decline in investment intentions.

In terms of development, Trafford Park is the largest business park in the North West and has experienced continued growth, providing over 30,000 jobs. Carrington Business Park is home to more than 300 units and its clients include 150 local, national and international companies, who between them employ around 1,000

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<sup>1</sup> 2001 Census

<sup>2</sup> TEMPRO Forecast

<sup>3</sup> NOMIS Annual Business Inquiry

people. It is anticipated that the number of jobs at this location will increase by 3,000 to 8,000 by 2012.

Almost 10%<sup>4</sup> of residents in Trafford work in Manchester City Centre and the number of jobs in the city grew by 19% between 1998 and 2004. Over 50,000 new jobs are forecast to be generated in the City under the Knowledge Capital initiative. Manchester Airport continues to be a major employment provider to residents of Trafford and the number of people employed at the site is forecast to rise from 20,000 to 26,000 by 2015<sup>5</sup>.

Altrincham town centre is the principal town centre within Trafford and is currently undergoing an extensive re-development programme targeted at improving the competitiveness of the centre in the face of strong competition. Urmston is also being re-developed and Stretford town centre has been earmarked for redevelopment. At Old Trafford, Manchester United Football Club has expanded significantly over recent years and will continue to be a major trip generator on match days. A substantial area surrounding Lancashire County Cricket Club has been proposed for re-development. This incorporates re-development of the ground and associated facilities, including use of the current Trafford Town Hall building, which would require re-location of some council services. The transport impact and opportunities associated with such key developments need to be considered.

Major sites with respect to Health and Education include Trafford General Hospital and Trafford College, which is forecast to expand between now and 2010. Travel Plans, smarter choices and sustainable travel options will need to be promoted.

The release of an adequate supply of new housing is a key objective for Trafford Council and is considered fundamental to economic growth and community regeneration. A number of sites across the Borough have been earmarked for development, which could generate approximately 2,300 new dwellings. However, work carried out as part of the LDF process suggests that an additional 10,000 homes will need to be built across the Borough by 2017 if predicted demand is to be met.

The world economy has experienced marked deceleration since the end of 2008. The challenge is to make sure that Trafford is able to meet the demands of this current economic crisis and become stronger and more dynamic through it. We will make the links between transport and other elements of economic development and quality of life most effectively at the local level. Beyond the short-term, partners must continue to plan strategically for long-term growth.

## **5. Transport in Trafford**

Trafford has an extensive primary route network, connections to the motorway network, and higher than average levels of car ownership. Public transport links include heavy rail, metrolink, and bus, whilst a heavy goods railway line serves Trafford Park. The Borough currently licences around 474 private hire vehicles and 138 hackney carriage taxis whilst Community Transport (Partington and Cadishead

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<sup>4</sup> 2001 Census

<sup>5</sup> Manchester Airport Masterplan to 2030

Community Transport), Shopmobility, Demand Responsive Transport such as Ring & Ride and Local Link, and Taxi voucher schemes are parts of the transport choice available to local people with limited access to other transport. Trafford's infrastructure has to deal with considerable traffic movements on a daily basis, particularly in the morning and evening peaks. These traffic movements are growing with development pressures both within and outside the Borough.

Over the last 15 years, Trafford has benefited from a number of large transport investments, namely new highway infrastructure in Trafford Park, the introduction of Metrolink from Altrincham to Bury and improvements to the M60. Trafford is also investing in its town centres by improving access and raising the quality of public realm.

## **6. Transport Issues and Challenges**

There are a number of challenges facing Trafford over next 10-15 years. Trafford will use its limited LTP Capital monies to target some priorities, but other mechanisms including partnerships with neighbouring local authorities and developers will be essential to providing long term improvements to the communities we serve.

Through the maintenance of our extensive highway network, and our £24m Highways Maintenance Initiative a 'wall to wall' approach is being adopted. For major highway work we seek to transform the entire streetscape and ensure all highway need likely over the next 3-5 years is targeted all at once. This minimises disruption but also achieves more impact in the community.

The key issues and challenges are:

- Tackling congestion on main roads and key junctions;
- Improving road safety with a specific focus on killed & seriously injured;
- Increasing capacity and enhancing Metrolink;
- Improving bus services and increasing bus patronage;
- Improving accessibility;
- Increasing walking and cycling; and
- Addressing air quality and the environment

### ***6.1 Tackling congestion on main roads and key junctions***

Trafford experiences periods of acute and serious congestion on the existing route network. Reducing congestion, particularly on the main north-south A56 corridor, the A6144 Manchester Road in Carrington, and the A560, is a top priority. Congestion in the Borough is a product of high levels of car ownership and use, high population density (particularly in the central spine of the Borough), and the level of movement around and through the Borough. Significant mode shift to public transport and changes in travel patterns is required to reduce these problems.

Trafford Council is working with the Greater Manchester Urban Traffic Control Team (GMUTC) to identify opportunities to relieve congestion. In 2009 our target is to improve journey times and air quality with fewer stop start traffic flows. With contributions from Trafford's LTP monies, targeted use of developer contributions

and significant funding from GMUTC, a £1m investment in improving flows across our traffic signals is being delivered.

### **6.2 Improving road safety with a specific focus on killed & seriously injured**

Over the last ten years Trafford has been very successful in reducing the number of collisions. Looking ahead, the Council will target remaining hotspots in relation to Killed and Seriously Injured (KSI) collisions. We have already identified the top 20 collision hotspots for KSI, and there is a strong link between serious collisions and peak period congested junctions. Making our junctions safer and better is recognised as a priority and we are developing an action plan for jointly tackling these problems.

### **6.3 Increasing capacity and enhancing Metrolink**

Metrolink provides the Borough with an important north-south public transport link between Altrincham and Manchester City Centre, but the system has been subject to severe overcrowding problems in recent years. Extra trams are due to be introduced in 2009 and will provide some additional capacity, but further capacity will be required to cater for future demand.

There are opportunities to develop the Metrolink stop at Old Trafford, as it provides excellent access to leisure and recreation attractions around Lancashire County Cricket Club and Manchester United. Facilities at the stop do not reflect its important role and function and improvements are required, particularly in light of proposals for redevelopment of the cricket club.

Existing public transport provision within Trafford Park does not adequately cater for the needs of employees and businesses. Traffic around the area is dominated by heavy goods vehicles and private cars<sup>6</sup>. Currently, around 81% of journey to work trips to Trafford Park are made by car.

The extension of Metrolink to Trafford Park is key to providing enhanced public transport access to employment opportunities and securing a high quality public transport link to the Trafford Centre. An immediate priority is to secure and safeguard the future Metrolink route through Trafford Park to Trafford Centre.

Provision of a new Altrincham Interchange is essential to allow this facility achieve its potential by increasing patronage and integrating within the improvements proposed for the town centre.

Elsewhere, opportunities exist to extend Metrolink or develop a tram-train service past Altrincham to Hale and on to the Mid Cheshire Rail line, with park and ride facilities.

There are also opportunities to replace the existing heavy rail halt at Manchester United with a new station which can allow trains to stop in each direction and provide an interchange with the nearby Metrolink stations at Cornbrook and Trafford Bar, which would benefit the wider business area of White City.

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<sup>6</sup> The TRICS survey database collates and validates assumptions about the transport implications of development. Generally TRICS validates higher car based trips to class B1 and A1 development.

#### **6.4 Improving bus services and increasing bus patronage**

Buses are the main and most flexible mode of public transport in the Borough. However, the reliability of journey times along key routes such as the A56 is variable and the end to end journey experience is unsatisfactory. Therefore it is proposed to continue work to enhance the two quality bus corridors in Trafford, which are the A56 (Manchester to Altrincham) and the A5145 (Stockport – Stretford – Urmston – Trafford Centre). Links from Altrincham to Stockport and Altrincham to Manchester Airport, including the A560 are also key. The Council will need to work with GMPTE and bus operators to identify how and where improvements and enhancements to existing services can be achieved, whilst ensuring continued provision for car drivers.

Demand Responsive Transport (DRT) initiatives and the feasibility of setting up a Taxi Partnership will also be assessed with a view to establishing an agreement between operators and the local authority targeted at improving services across the Borough.

#### **6.5 Improving accessibility**

Improving accessibility is recognised as an important issue at national and local levels and is amongst the shared priority objectives delivered through LTP2.

Together with our key partners and stakeholders, Trafford Council aims to deliver a transport network that provides access to employment, education, leisure, health and shopping facilities for all residents. An accessible transport network is also key to creating safer routes to play and improving the child friendly public realm. The Council aims to locate development so that the need to travel is reduced and essential travel needs can be met by the use of transport modes other than the private car.

In line with the emerging Core Strategy, it is important that significant development is directed to the most accessible areas with good sustainable transport links, or that measures are taken to secure accessibility improvements that benefit the area and wider community, for example in the strategic locations of Carrington, Partington and Trafford Centre Rectangle.

It is also important that traffic generated can be accommodated by existing or known improvements to highways and where it will not create or add to problems of safety, congestion and damage to the environment, particularly along the A56.

Improving accessibility to jobs and services for those without access to a car and those from disadvantages groups and areas is vital, including improved public transport links between Old Trafford, Gorse Hill, Partington and the employment areas of Trafford Park, Carrington, Manchester Airport and the Regional Centre.

We aim to concentrate development which generates a large number of passenger movements in town centres, main urban areas or locations which provide convenient access on foot, by cycle and public transport.

The Council will improve accessibility by enhancing sustainable transport links and encouraging development that reduces the need to travel, while meeting the different needs of the distinct neighbourhoods and communities through:

- Effective working with adjoining authorities, the Highways Agency, GMITA, GMPTA and public transport operators to improve sustainable transport links;
- Implementing measures to enhance choice for people by developing the provision of alternatives to the private car and promoting sustainable transport modes, in particular to and around Trafford Park and Manchester Airport;
- Promotion of high quality public transport and routes for walking and cycling, to provide better connections between the community and their daily needs, particularly from deprived neighbourhoods such as Carrington, Partington, Old Trafford, Lostock, Broomwood, Sale Moor and Sale West;
- Securing developer contributions in line with SPD1, where appropriate, for implementing highway and public transport schemes that support the priorities of the spatial development strategy and the Local Transport Plan;
- Identifying opportunities for park and ride facilities for developments that are of a more strategic nature, supporting other key development areas;
- Increasing the potential of the waterways including the Manchester Ship Canal, and the light and heavy rail networks for freight movement.

Port Salford will have significant implications if the development goes ahead. In addition to consideration of the traffic implications, significant improvements will have to be made in terms of public transport access to the area.

### ***6.6 Increasing walking and cycling***

Walking and cycling comprise only 9.2% of journey to work trips less than 5km in Trafford, compared with 10.3% across Greater Manchester (source, Census 2001). Meanwhile across the UK, the proportion of children travelling to school by car has almost doubled in the last 20 years. School related trips can comprise up to 20% of peak hour trips, contributing to the increased levels of congestion on the highway network. This in turn raises concerns relating to the safety of routes to school and fear of traffic accidents.

Trafford Council promotes measures to increase levels of walking and cycling across the Borough. A key cycle route within the Borough is the Transpennine trail (national cycle route 62) and Trafford also has aspirations to develop a cycle link on the Bridgewater Canal. Some funding is available from the Bridgewater Trust and Sustrans Connect 2 to develop the link between Stretford and Sale and Trafford is working with partners to identify further funding opportunities. On-street provision is prioritised on the main routes into Altrincham, Trafford Park, Sale and Stretford town centres.

Whilst Trafford has developed a Walking Partnership and Cycle Forum, and is working with schools to develop School Travel Plans, more development of walking and cycling opportunities and a network approach is needed to increase trips via these modes. The Trafford Partnership included this as a priority within the Local Area Agreement and set a stretch target, reflecting the importance of tackling the journey to school. This requires a multi agency approach including schools, Trafford Council, transport providers and parents.

### ***6.7 Addressing air quality and the environment***

Road transport is the single biggest contributor to urban pollution and reduced air quality in the Borough. In order to tackle the high levels of pollutants, Trafford Council has developed an Air Quality Action Plan and established a multi-disciplinary Corporate Air Quality Working Group. A central theme is to get traffic flowing at key locations, especially where people live adjacent to such areas.

## **7. The Action Plan**

The assessment of issues and challenges has led to identification of a range of interventions to take forward our vision over the next 15 years, for a transport network that supports and strengthens Trafford as an attractive, prosperous, vibrant and safe place where people want to live, learn, work and relax.

Interventions include better use of existing infrastructure, increased use of new technology, travel plan and smarter choices initiatives, highway and public transport investment. In developing this strategy, a thorough analysis of travel to work, trip patterns into and out of the Borough has been carried out to inform future priorities and how funding streams might be assured.

Whilst the Council will be able to lead on some of the proposals, in order to address all of the issues Trafford will need to work closely with strategic partners, authorities and transport providers. Some schemes will also require reprioritisation and financing following the TIF decision.

Our transport vision includes a number of measures which have already been agreed and have funds allocated to implement them. It also commits to a number of schemes that still need approval to implement. A description of these measures and schemes is listed and illustrated below.

Scheme proposals within the action plan include those in the current programme or due to commence between 2009 and 2011. They are distinguished as highways, public transport, cycling and walking, travel planning, freight, parking, and maintenance. Likely costs and proposed timeframe are included.

## 8. Action Plan 2009-2011

### 8.1 Highway Schemes

#### 8.1.1 Junction Improvement, Road Safety and Congestion Schemes

Accident data analysis across the Borough identifies the top 20 sites with respect to Killed and Seriously Injured (KSI) collisions. These sites will be the priority for road safety improvement schemes across the Borough. We will target our Road Safety Education, Training and Publicity programme to reflect trends in collisions. This approach will ensure that limited funds are spent in a co-ordinated manner delivering the best return for the capital investment.

At the same time, junction improvement schemes have been prioritised in order to address joint issues relating to congestion and road safety. Schemes are targeted at reducing delay, particularly for public transport, improving air quality along routes and improving facilities for pedestrians and cyclists.

Trafford Council has commissioned a corridor study to target congestion on the A56. More schemes have been prioritised as a result of this study. The Council is also working with Greater Manchester Urban Traffic Control (GMUTC) to upgrade junctions on the A56 to Split Cycle Offset Optimisation Technique (SCOOT), which optimises traffic signal settings according to demand and assists in smoothing the flow of traffic and reducing delays.

Schemes identified in the UDP are to be progressed within the lifespan of the transport strategy, and reviewed in line with the emerging Core Strategy.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50- £150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Oldfield Road, crossing improvements	Trafford Council		Low	2009/10
Stockport Road, crossing improvements	Trafford Council		Low	2009/10
Sale Moor Gyratory Improvement	Trafford Council	PTE	Med	TBC
A56/Washway Rd/Marsland Rd/Harboro Way KSI reduction	Trafford Council	GMUTC	High	2009/10

Wellington Rd/Woodlands Parkway KSI reduction scheme	Trafford Council		Med	2009/10
Ashburton Road West KSI reduction scheme	Trafford Council		Low	2009/10
The Quadrant KSI reduction scheme	Trafford Council		Low	2009/10
Marsland Rd / Brooklands Rd / Hope Rd KSI reduction scheme	Trafford Council	GMUTC	Med	2009/10
Shaftesbury Ave /Thorley Lane signal control improvements	Trafford Council	GMUTC	Low	2009/10
Shaftesbury Ave /Wood Lane signal control improvements	Trafford Council	GMUTC	Low	2009/10
Brooklands Roundabout improvements	Trafford Council	MCC	Med	2009/10
A6144 Manchester Road and Isherwood Road junction improvements	Trafford Council	GMUTC/PTE	Med	TBC
A56 Manchester Road and Woodfield Road link improvements	Trafford Council	GMUTC/PTE	High	TBC
Stretford Gyrotory improvement	Trafford Council	GMUTC/PTE	High	2009-2011
A56 Manchester Road and Park Road junction improvements	Trafford Council	GMUTC/PTE	High	2009-2010
A56 Washway Road and Sibson Road junction improvements	Trafford Council	GMUTC/PTE	Med	2009-2011
A56 Navigation Road	Trafford Council	GMUTC/PTE	Med	2009/10
Stamford New Road/Moss Lane/Cross Street Signal control improvements	Trafford Council	GMUTC/PTE	Low	2009/10
Road Safety Education, Training and Publicity Programme	Trafford Council	GM Road Safety Team	Med	Ongoing

### **8.1.2 Carrington Bypass and Irlam to Carrington Link Road**

Future redevelopment of the large brownfield sites at Carrington will require considerable improvements to the existing highway network. Proposals are currently being developed for a Carrington By-Pass and bridge link across the Manchester Ship Canal to the Irlam-Cadishead By-Pass. The impact of these proposals is being assessed in consultation with Salford City Council and the Highways Agency. The new bridge over the Ship Canal would greatly enhance linkages with Salford. Over the course of this strategy, Trafford will work jointly with Salford City Council to secure funding from developer contributions and public regeneration agency sources. As a short term measure a modest improvement of the A6144/Flixton Road traffic signals is being developed which will provide more benefits ahead of the larger scheme.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50- £150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
A6144(M) Carrington Spur – A6144 Manchester Road Link Extension	Trafford Council	Developer contributions, NWDA	High	2009-2012
A6144 Manchester Road – A57 Cadishead Way Canal Bridge link	Trafford Council / Salford Council	Developer Contributions, NWDA	High	TBC
A6144/Flixton Road Traffic Signal Improvements	Trafford Council	GMUTC	Med	2009/10

### 8.1.3 M56 Widening and Junction 6 Improvements

In order to facilitate the growth of Manchester Airport, a package of measures is being developed which will improve access to and from the M56 junction 6. An element of these works will be within Trafford. The improvement works are associated with planning conditions arising from both Terminal 2 Phase 2 and also the Second Runway. Highways improvements to junction 6 are expected to begin in the first half of 2009. Widening of the M56 between junction 4 and 6 is still to be programmed.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50- £150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
M56 improvements to junction 6	Manchester Airport / Highways Agency / MCC	DfT, Trafford Council,	V High	2009 - 2011
M56 Widening between junction 4 and junction 6	Manchester Airport / Highways Agency	DfT, Trafford Council, MCC	V High	2011-2015 (TBC)

## 8.2 Public Transport Schemes

### 8.2.1 Altrincham Interchange

The Altrincham Interchange scheme aims to improve the waiting environment, increase safety and security, reduce severance and better integrate all modes and links to the town centre. The cost of the scheme is estimated at £13 million. The scheme was included in the TIF proposals and funding will need to be sourced elsewhere. As a regionally significant interchange, the scheme is included in regional funding advice but may be reprioritised through the current Greater Manchester major scheme review or the Delivering a Sustainable Transport System (DASTS) process.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50- £150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Altrincham Interchange	GMPTE	Trafford Council, Northern Rail, Network Rail	V high	2009-2015 (TBC)

### 8.2.2 Bus Schemes

The Council will work in conjunction with GMPTE to deliver a number of key bus priority schemes in the Borough. The two identified Quality Bus Corridors (QBCs) are the A56 (Manchester to Altrincham) and the A5145/B5213 (Stockport/Stretford/Urmston/Trafford Centre).

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50-£150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Bus Priority Schemes	GMPTE	Trafford Council	Med	2009-2011

### 8.2.3 Public Transport accessibility improvements to/from Partington and Lostock

There are significant public transport accessibility issues from Partington and Lostock. Connections are particularly poor after 9pm when bus service frequencies are reduced. The Council and Trafford Partnership will continue to work with GMPTE to identify solutions, which could include measures such as an extension of DRT services.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50-£150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Accessibility improvements to/from Partington/Lostock	GMPTE, Public Transport Operators	Trafford Council, Taxis, Community Transport Operators, Trafford Partnership	High	Ongoing

### 8.2.4 Metrolink Schemes

The Metrolink Phase 3a project is now fully funded with contractors in place. For Trafford, it will deliver a new Metrolink Stop at Firswood, along a new tram line between Manchester and Chorlton-Cum-Hardy. This will provide new access to Trafford residents but there will also be challenges in managing parking at the new Firswood stop where Trafford will work with GMPTE to identify opportunities for parking in the vicinity of the stop.

The Council is keen to progress enhanced integration at key interchange sites, including Sale, Stretford and Old Trafford.

Old Trafford Metrolink stop, located on the Manchester–Altrincham Metrolink line, has an important gateway function into Trafford. Trafford Council and GMPTE are planning phased improvements to the station. Line of sight control for trams is now being proposed and a number of options are being considered and evaluated by GMPTE. A new metrolink depot will be developed at Old Trafford as part of Phase 3a and Trafford will work with GMPTE to identify opportunities for bringing forward improvements at Old Trafford Metrolink stop in conjunction with this work. Further improvements to the Old Trafford stop will be linked to the redevelopment of Lancashire County Cricket Club but this is still to be programmed.

Funding is now committed for the provision of an additional 8 trams on the Altrincham to Bury line, which will result in capacity increasing on the line by 50% and enable more double trams to be operated during peak periods. Further vehicle capacity will be required to support increased frequencies and extra demand.

Trafford Council is keen to progress enhanced integration and parking facilities at key interchange sites along the Altrincham metrolink line. As well as improvements for Altrincham interchange and Old Trafford, sites being assessed include Sale, Stretford, Navigation Road and Timperley. This work is to be considered for programming during the life of this strategy.

GMPTE is currently refreshing its powers for Metrolink expansion to Trafford Park which is seen as high importance in terms of connecting the Trafford Centre with Trafford Park, Manchester United and the Regional Centre.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50- £150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Metrolink Phase 3a to Firswood and Old Trafford Depot	GMPTE	Trafford Council	V High	2009-2012
Improved Interchange at Old	GMPTE	Trafford	V High	2009-2012 (TBC)

Trafford Metrolink Station		Council, Gorse Hill Partnership		
Metrolink: Extra Trams	GMPTE		V High	2010/2011
Interchange improvements at Metrolink stops on the Altrincham line	GMPTE / Trafford Council		V High	2009-2012 (TBC)
Metrolink extension to Trafford Park	GMPTE	Trafford Council	V High	TBC

### **8.2.5 Tram-Train /Metrolink to Hale and Altrincham onto Northern Rail**

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50-£150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Tram-Train /Metrolink to Hale and Altrincham onto Northern Rail	GMPTE	Network Rail, Northern Rail, Trafford	V High	TBC

### **8.2.6 Taxi Schemes**

Trafford will be undertaking a taxi rank improvement programme in 2009/10. The feasibility of setting up agreements targeted at improved and integrated services will be assessed by Trafford Council and taxi operators.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50-£150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Taxi rank improvement programme	Trafford Council		Low	2009/10
Taxi Partnership	Trafford Council, Taxis	GMPTE	Low	2009/10

### 8.2.7 Yellow School Buses

Trafford currently has one Yellow School Bus to Sale High School. There is an aspiration to deliver Yellow School Buses to key areas across the Borough, and feasibility work was undertaken by GMPTE as part of the TIF work. Trafford Council will work with GMPTE and partners to identify opportunities to fund further yellow school buses.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50- £150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Yellow School Buses	GMPTE	Trafford Council	Low	2009-12 (TBC)

### 8.3 Cycling and Walking Schemes

A short term action is to review the Trafford Cycling Strategy and to work with the Trafford Cycle Forum to develop the local cycling network. The Council will promote use of the Transpennine Trail, National Cycle Route 62, and Bridgewater Canal, as the Bridgewater Way project develops, and will work with neighbouring authorities to develop network links.

Provision will continue to be prioritised on a number of key routes including in and around Sale Town Centre, on the main corridors into and through Stretford Centre, and into Altrincham Town Centre. Cycle infrastructure will be audited at public facilities throughout the Borough and the Council will encourage major employers to provide secure cycle parking.

In relation to walking, Trafford has a continuing programme of installing dropped kerbs and tactile paving along the main pedestrian routes. In addition, we will ensure that dropped kerbs and tactile paving are factored into all highway works. Trafford aims to improve the public rights of way network significantly through the development of its' Rights of Way Improvement Plan.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50- £150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Cycling Strategy and Network Review	Trafford Council		Low	2009/10
Transpennine Trail surface and drainage improvements	Trafford Council	TPT	Low	2009/10
Bridgewater Way highway access	Trafford Council	Bridgewater	Med	2009-2011

improvements to route between Stretford and Sale		Trust, Sustrans		
Bridgewater Way, Stretford to Waters Meeting access improvements	Trafford Council	Bridgewater Trust, Sustrans	Med	2009-2011
Bridgewater Way highway access improvements to rest of route in Trafford	Trafford Council	Bridgewater Trust, Sustrans	Med	2009-2015
Extension of Fallowfield Loop through Trafford to Salford Quays	Trafford Council	Sustrans	Med	2009-2011
Pedestrian crossings upgrade	Trafford Council		Low	2009-2011
Pedestrian drop crossing improvements	Trafford Council		Low	2009-2011
Rights of Way Improvement Plan targeted walking improvements	Trafford Council		Med	2009-2018
Bikeability Training to year 6 students	Trafford Council		Med	Ongoing

#### 8.4 Freight Schemes

The Greater Manchester Freight Strategy identifies Trafford Park and specifically the Trafford Centre as noteworthy in terms of Heavy Goods Vehicle (HGV) attraction. Under this plan, Trafford will commit to reviewing signing with respect to key destinations to encourage use of the most appropriate routes, and identify adequate loading facilities and lorry parking facilities. The strategy also identifies the potential for introducing a pilot HGV only lane in Trafford Park.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50-£150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Freight facilities and route optimisation	Highways Agency, Trafford Council		High	2009-2011

## 8.5 Travel Planning Schemes

### 8.5.1 School Travel Plans

In Trafford much progress has been made to date with 72% of schools in the Borough now having a travel plan in place. The national Government target is for all schools to have a travel plan by 2010 and Trafford is committed to achieving this target together with a programme for monitoring and review. We have also introduced a stretch target through our Local Area Agreement to reduce the proportion of school children (aged 5 to 16) travelling to school by car school trips taken by car from 32% to 30% by 2010.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50-£150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
School Travel Plans	Trafford Council, Schools	GMPTE	med	2009-2011

### 8.5.2 Workplace and Trafford Park Travel Plans

A short term goal is to develop a Trafford Council Workplace Travel Plan. The Council is committed to working with the Highways Agency in progressing workplace travel planning initiatives at Trafford Park and developing plans elsewhere in the Borough. It is important that the value of partnerships is recognised. Trafford Council is involved in employee travel planning with a number of key local partners, through the Trafford and Manchester (TRAM) partnership. Partners include the Airport Company, Wythenshawe Hospital, the Trafford Centre, and Manchester City Council. This working arrangement continues to be beneficial in sharing best practice, but also identifying synergies that promote the increased use of public transport, walking and cycling for journeys to work.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50-£150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Workplace Travel Plans	Trafford Council, Local Businesses	Developer Contributions, GMPTE, TRAM	Med	2009-2015
Trafford Park Travel Plan	Trafford Council, Highways Agency	Trafford Park businesses, GMPTE	Med	2009

### 8.5.3 Manchester United Travel Plan Initiatives

A Transport Partnership comprising Trafford Council, Manchester United, Metrolink, Northern Rail and GMPTE is working to progress a range of initiatives, including the feasibility of a multi modal ticket which would be available on match days. The ticket could possibly be linked in with season ticket smartcards, which were introduced for the 2007/08 season.

Other initiatives relating to MUFC include the use of Variable Message Signing (VMS) and extension of SCOOT for traffic signal junctions on the A56 and A5081 through Trafford Park. Improvements in Traffic signal control took place throughout 2008 and VMS signing is proposed to be rolled out from 2009 onwards.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50-£150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Manchester United Travel Plan Initiatives	Trafford Council, MUFC	GMPTE, Highways Agency	Low	2009-2010
VMS Match Day Signing	Trafford Council	Gorse Hill Partnership, GMUTC	Med	2009/10

### 8.6 Parking Schemes

The Council will work towards providing an appropriate balance with respect to the volume of short and long stay car parking in the town centres of Altrincham, Sale, Stretford and Urmston. A recent study of Altrincham Town Centre found that there was a sufficient short stay parking, but a lack of long stay parking. The Council will also look at the potential for introducing a VMS system to provide information and directions to car parks in Altrincham Town Centre. This will allow for the

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50-£150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Altrincham Town Centre Parking Improvements (including Variable Message Signing)	Trafford Council	Parking operators	Med	2009/10
Permit Parking schemes	Trafford Council		Low	Ongoing

It is anticipated that the number of permit parking schemes to be taken forward will decrease in the coming years. Exceptions to this will be where parking issues have arisen as a result of developments on the fringe of town centres or other key traffic generators. Better integration with walking and cycling routes and improved bus provision will be explored.

### 8.7 Maintenance Schemes

Three years ago Trafford embarked on a more formalised asset management approach to the maintenance of Trafford’s £900 million highway infrastructure. This includes a systematic coverage of all works in the Borough over a 7 year period for a preventative maintenance works. The Council now intends to spend more than £24 million pounds over the next three years. Planned highway maintenance is to be co-ordinated through the Transport Asset Management Plan (TAMP), which will assist in making best use of limited resources with respect to scheme selection and programming.

Presently Trafford receives a settlement from the Local Transport Plan for structural maintenance of approximately £1.5m. The current TAMP reveals that to maintain the current condition (steady state) of the transport assets, a yearly investment of £6.5m is required. However, as at 2005 a funding gap for clearing the backlog of maintenance on highway assets of £91.6m was identified. Historically the Council has been unable to support this level of expenditure but has recently identified highway condition as one of its top six priorities following the 2006 resident survey.

Where possible, the Council will look to adopt best practice in delivering the £24million pound highway maintenance improvements, as identified in the guidance provided in Manual for Streets and reinforced through ‘Link and Place’, for the design of new streets within new developments. However, efforts will also be made to ‘retrofit’ and redesign existing streets within these new design criteria as new development is approved and comes on line.

<b>Scheme Proposal</b>	<b>Delivery Agency</b>	<b>Supporting Partner</b>	<b>Likely Cost (low &lt;£50k, med £50- £150,000k, high £150,000 – £500,000, v high &gt;£500,000)</b>	<b>Timeframe for implementation</b>
Highway maintenance undertaken. Schemes to be prioritised through TAMP	Trafford Council		V High	2009-2011

## **9. Conclusion**

The Trafford Transport Strategy is critical in providing a framework, recognising the value of partnerships, within which transport can support the wider aim of enhancing Trafford as an attractive, prosperous, vibrant and safe place where people want to live, learn, work and relax

The Strategy will deliver a number of benefits for Trafford, including:

- An accessible transport network with better conditions for walking and cycling, reduced traffic severance in local communities and more accessible public transport;
- Tackling the root causes of road safety problems, protecting vulnerable road users and promoting greater security for users of the transport network;
- A more joined-up transport system, with better information and more effective interchange, to reduce the need to use the private car;
- A more efficient transport network: ensuring effective stewardship of transport assets, tackling congestion in towns and on strategic corridors,
- A network that meets the needs of the economy: providing transport capacity to cater for growth, and facilitating regeneration and new development in accordance with planning policy.

The Strategy will provide the framework for the development of future action plans, area-based transport strategies and planning for the new growth areas. The timescale for the strategy is 15 years (2009-2024). The action plan will be reviewed and updated at regular three year intervals to ensure it is consistent with the shared objectives for the Council, residents and strategic partners.