Transport in Salford 2025

In recent years, Salford has seen billions of pounds of investment in new infrastructure and public realm, new homes, new businesses, new shops – from major developments to city parks, revitalised waterways and green spaces. However, Salford has not yet reached its full potential with forecasts for significant population and economic growth with the number of forecast jobs and contribution to Gross Value Added both outstripping the forecasts for Greater Manchester, the region and UK.

Significant and continued economic growth will create new transportation challenges for Salford, but by meeting these challenges head on with commitment and creativity, transport can be the engine for economic growth, whilst helping us to achieve carbon reduction targets, and improve the quality of life for everyone.

Salford 2025 provides a roadmap of opportunity to deliver on our ambition for Salford to be a truly modern global city by 2025. In order to achieve this we need to ensure that an effective, sustainable, urban transportation system is in place which connects the city and its residents to the growing opportunities in and around Salford and which meets their everyday needs in terms of connectivity, choice, safety, affordability and reliability.

Transport in Salford 2025 provides the background for people to make an informed view, setting out how Salford fits within the Greater Manchester transport context, summarising the huge amount of work that is already underway as well as the projects that are being developed for delivery in the near future.

Our aim is to provide more transportation choices for all those who travel in Salford by supporting the creation of a fully integrated transport system, reducing the need for interchange, improving journey time reliability and supporting healthier travel options. This includes the development of capacity on our Metrolink and rail systems as well as enhancing bus travel, while recognising the importance of maintaining and making best use of our local roads and strategic highways.

The continued expansion of the Metrolink network will inevitably help to manage the impact of future growth across Greater Manchester by removing a significant number of private car trips from our roads. We will continue to work with Transport for Greater Manchester and neighbouring authorities towards the delivery of a new line through Trafford Park connecting with the Trafford Centre, and then beyond to Salford City Stadium and Port Salford, and potentially linking back to Eccles.

Improving capacity on the rail system is critical to delivering continued economic growth and we welcome the delivery of the Northern Hub, Network Rail’s £560 million programme of targeted infrastructure investment across the north. However, Salford’s priorities also include ensuring that the city’s main rail stations become important transport hubs and improving access and passenger facilities at all stations to improve independent mobility for all. We will also work with partners to improve integration with other
modes, including the delivery of new and improved interchange facilities, increasing park and ride capacity and cycle storage, and to progress the delivery of additional platforms at Salford Central station. Through the refranchising process we also hope to secure improved service patterns and frequencies through Salford, supported by additional rolling stock and increased platform lengths to alleviate overcrowding. We will also work towards ensuring that Salford fully benefits from the arrival of High Speed 2, by ensuring fast, frequent connections with Manchester Piccadilly by all forms of travel.

Buses account for around 80% of all public transport trips in Greater Manchester. We look forward to the completion of the bus priority package which will include the Leigh Salford Manchester Busway and cross city bus services through the heart of the city centre, enabling Salford passengers to access the south side of Manchester without needing to change buses. The improvements will help Salford’s residents enjoy quicker, more punctual and more reliable bus services along key routes across Greater Manchester. We will continue to work with Transport for Greater Manchester and bus operators to provide further bus network improvements that best support the needs of our residents, including improved links with rail and Metrolink services and by continuing to identify where additional bus priority measures can improve bus reliability.

The delivery of these improvements across our transport system requires effective travel information and ticketing arrangements. We welcome the roll out of the ‘get me there’ smart ticketing system due to be introduced in stages, starting in 2014, and the flexible technology behind it. We will work with Transport for Greater Manchester towards making best use of modern technologies to provide information services across all forms of travel which fit with the complexities of modern lifestyles.

We will also help people to become more active by giving them more opportunities to make shorter journeys on foot or by cycling. This includes the delivery of our Local Sustainable Transport Fund projects, which are improving facilities for walking and cycling across Salford and connecting walking and cycling infrastructure on both banks of the River Irwell by introducing water taxis. These improvements will reduce local car traffic and carbon emissions as well promote healthier living. We will continue to promote active travel by delivering infrastructure to support sustainable travel e.g. cycle parking at public transport stops and by ensuring sustainable patterns of development through the planning process.

We also recognise the need for maximum efficiency on the highways and will continue to work towards achieving this, including the delivery of new roads where these will unlock new sites for development or benefit the economy. However, we will also seek to deliver on the government’s carbon reduction targets, and tackle the serious air quality issues associated with traffic on our motorways and main roads. We will continue to expand our provision of electric vehicle charging points across the city, both on street and in our public car parks, and support the take up of cleaner fuel technology for our buses.

A significant amount of work is already underway; with a number of projects already being delivered and others planned for the near future, all of which will contribute towards delivering our ambitious plans for transport in Salford.

Transport in Salford 2025 has been prepared in partnership with Transport for Greater Manchester and the other Greater Manchester districts as well as other transport providers in the region such as Network Rail, the Highways Agency and train and bus operating companies to support the City Mayor’s wider vision for Salford. We will continue to work closely with all of these partners to further improve the efficiency of our entire transport network and provide greater travel choices for everyone.

Through the City Plan website, Salford residents and stakeholders are invited to provide comments which will help to shape future revisions of Salford 2025 and Transport in Salford 2025. We hope to help our
communities to help themselves, giving residents the opportunity to shape our work and influence decisions on future investment and the delivery of improvements in partnership with other organisations. Thus, this document will help to guide the planning process, inform and seek views from Salford’s citizens, help us to prepare shovel ready schemes for future funding applications and deliver better transport across Salford for years to come.
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1. Introduction

1.1 Background

The Association of Greater Manchester Authorities’ growth forecasts suggest that as a result of structural changes in the local economy, Salford can expect to be at the heart of significant growth during the coming years, despite the recent economic downturn. The key locations for growth within Salford include:

- The Regional Centre, which includes: the growth areas of the city centre itself (where there is potential for employment to grow by 50,000 over the next ten years);
- The corridor to New Brighton Atlantic Gateway including Eccles, Irlam, Salford Quays and MediaCityUK where 15,000 jobs will be created once the site is fully developed; and
- Port Salford a new tri-modal inland port facility and distribution park currently under construction on the banks of the Manchester Ship Canal in Barton-upon-Irwell.

The continued economic growth of the City of Salford and the Greater Manchester region will create new challenges for Salford’s infrastructure and transportation networks as the demand for travel within, into and across Salford continues to rise.

1.2 Purpose

The Manchester Independent Economic Review recognises that inadequate transport networks within the Manchester city region are an important cost of increasing the size of the city, and that improvements to these transport networks would provide the largest economic payback. The provision of an efficient, effective transport system that meets the needs of all users is therefore an essential part of achieving a connected Salford and delivering on our ambitious plans for growth.

This vision for better transport in Salford draws together existing committed transport programmes from across Greater Manchester and articulates the means by which these challenges will be met: both through existing programmes (Northern Hub, Greater Manchester Transport Fund, Greater Manchester’s Third Local Transport Plan, etc.), committed schemes, agreed future priorities and new schemes that we will need to develop over the coming years as the existing committed Greater Manchester and Salford programmes come to a conclusion. As such, this vision provides a blueprint for us to move forward, build upon our past successes, and rise to meet new and emerging challenges.

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1 Greater Manchester’s third Local Transport Plan 2011/12 – 2015/16 (Transport for Greater Manchester)
2 Manchester Independent Economic Review
1.3 **Stakeholder Consultation**

This document does not replace the range of existing and adopted strategies, policies and guidance documents such as the Greater Manchester Third Local Transport Plan and the Transport Strategy for Manchester City Centre. It has been developed within the context of these documents and the proposals contained in this Vision should be seen as a consolidation of the range of strategies and proposals for Salford, rather than a replacement of them.

We have consulted with a number of key stakeholders in a spirit of partnership in order to develop strong working relationships and to help align our future priorities for transport investment with those of our neighbouring local authorities, Transport for Greater Manchester and other partners.

A summary of this vision for better transport and a copy of this report will be made available on the Council’s ‘City Plan’ section of its website, with comments from the public invited so as to inform future updates of this document. Additionally, many of the measures identified within the delivery plan have already, or will in the future be, consulted on at a local level.

1.4 **Structure**

The initial overview section of this document provides some background and context to this vision for better transport in Salford, describing partnerships, relevant policy and the transportation challenges we face as we plan for the future. This sets the stage for the following sections which describe the vision by a number of transport related modes and themes. Each of these identifies the priorities for Salford including committed and aspirational transport related projects and programmes, including those to be delivered by others such as Transport for Greater Manchester, Network Rail, private sector, bus operators, train operating companies and schemes funded by other means.

The Action Plan provides a summary of our prioritised programme of investment for the next 12 years. These include programmes to be delivered by others including Transport for Greater Manchester, Network Rail, Private Sector, Bus Operators, Train Operating Companies and schemes funded by other means.

1.5 **Objectives**

Transport in Salford 2025 reflects the need to represent the greatest benefit to Salford’s residents and is underpinned by a series of key objectives and principles. These align with the Regional Centre Transport Strategy, The Greater Manchester Third Local Transport Plan and Salford’s Sustainable Transport Strategy. The key principles of this Vision are that it must:

- Support aspirations for economic growth and job creation
- Promote sustainability
- Reduce transport generated carbon emissions
- Improve road safety
- Promote access for all
- Control through-traffic
- Support aspirations for economic growth and job creation by connecting people to opportunities and reducing congestion;
- Promote sustainability through the provision of a high quality, reliable and convenient integrated transport network which allows all people to travel where they want, when they want;
- Seek to reduce transport generated carbon emissions by tackling congestion and by facilitating and promoting the use of environmentally friendly modes of transport;
- Improve safety for all by tackling problem areas, setting appropriate speed limits, providing adequate facilities for vulnerable users and ensuring road safety audits are undertaken for all new highway schemes;
- Develop a framework to promote access for all, to cover all modes and users of all levels of mobility; and
- Control through-traffic in the area to help:
  - Facilitate well designed streets and public spaces; and
  - Improve the environment (especially air quality).
2. Context and Trends

Salford faces many transport challenges, but by meeting these challenges head on with commitment and creativity, transport can be the engine for economic growth, help achieve central government’s carbon reduction targets, and improve the quality of life for everyone. These challenges include:

Growth Expectations
Salford is set to grow significantly. According to both the Greater Manchester Forecasting Model and Office for National Statistics, population growth in Salford is expected to be higher than the Greater Manchester, North West and national averages up to 2025, and the number of households in Salford has grown by 10% in the last 10 years. There are similarly strong forecasts for economic growth, with the number of forecast jobs and contribution to Gross Value Added both outstripping the forecasts for Greater Manchester, the North West and the UK. Salford also benefits from its position within the regional centre which boasts similarly impressive projections for employment growth at 50,000 new jobs (37%) by 2025.

Public Transport Networks
The development of public transport routes within Salford has focussed on radial routes into the regional centre at the expense of more peripheral routes. Consequently, the peak period demands on the radial routes far exceed capacity with significant problems of overcrowding, whilst communities located remotely from radial routes are poorly served by public transport networks.

High Levels of Deprivation
Almost 54% of Salford’s residents are living in wards which are among the 25% most deprived in England with 39% of households having no access to / or use of a car, as compared to the national figure of 25%. The inability to pay for increasing public transport costs can also be a significant barrier to accessing opportunities for work.

Health and Wellbeing
Salford has one of the worst rates of life expectancy for both men and women in England, with physical inactivity being a significant contributor to many health problems. We can help reverse this trend by making active transportation choices like walking and cycling more convenient and comfortable, so that physical activity becomes part of the daily routine.

Ageing population

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3 2011 Census, Office for National Statistics
4 Greater Manchester Forecasting Model (2012)
5 GMLTP3
6 JSNA Chapter 1_Salford’s Story
The population of people who are over the retirement age in Salford is projected to increase from 39,400 to 45,300 by 2025\(^7\). This equates to almost 19% of Salford’s population by 2025 and is likely to have implications for transportation planning and investment priorities as a consequence of the changing characteristic of an ageing population.

**Central Government’s Carbon Reduction Targets**

Carbon budgets were introduced as part of the Climate Change Act in 2008 to help reduce greenhouse gas emissions in the UK by at least 80% by 2050 (as compared to 2007 levels). In the City of Salford, it is estimated that vehicles account for over 30% of greenhouse gas emissions and large parts of the City’s motorway and strategic road network are within designated Air Quality Management Areas. As such, targeting measures to reduce congestion, reduce traffic flow, and clean up vehicle fleets are likely to provide a major contribution towards achieving these targets in Salford.

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\(^7\) POPPI projections to 2020 (Care Services Efficiency Delivery Projecting Older people Population Information System)
3. Governance

3.1 Greater Manchester Arrangements

In April 2011, the Greater Manchester Passenger Transport Executive became Transport for Greater Manchester, which forms part of the new statutory Greater Manchester Combined Authority, responsible for co-ordinating key economic development, regeneration and transport functions across the ten local authorities in Greater Manchester.

The Greater Manchester Combined Authority is made up of ten members, each an indirectly elected councillor derived from each of Greater Manchester’s constituent authorities. The Transport for Greater Manchester Committee and its sub committees are formed from a nominated pool of 33 councillors (three from Salford) to instruct Transport for Greater Manchester and create transport policy on behalf of the Combined Authority.

The establishment of Transport for Greater Manchester has included the agreement of a series of new protocols with the Department for Transport and other relevant statutory bodies, in relation to the planning and management of Greater Manchester’s rail and highway networks. This streamlined Transport for Greater Manchester provides greater opportunities to maximise transport funding and co-ordinate different funding streams across Greater Manchester.

3.2 Role of Salford City Council

In terms of transport, Salford City Council’s role includes:

- Construction and maintenance of local highways and public rights of way, including streets, walkways, and public spaces;
- Providing direction on new development through land use and planning policy guidelines;
- Managing how our streets are used, through the use of traffic regulation orders;
- Advocating and partnering with outside agencies on things beyond its jurisdiction; and
- Educating and empowering its residents to make more sustainable transport choices.

Our long-term transport vision has been developed with a view to capitalising on the opportunities provided by the new governance arrangements, in conjunction with the new Local Enterprise Partnership for Greater Manchester. However, despite this new structure for governance, decisions on transport policy and investment can be complex with issues often affecting a number of the constituent authorities.

Salford City Council is a partner, stakeholder and advocate for regional transport infrastructure planning and is well represented within these new governance arrangements. The City Mayor is Salford’s representative and...
lead for both the Association of Greater Manchester Authorities and Greater Manchester Combined Authority, whilst Salford’s Assistant Mayor for Transport is also Vice-Chair of the Transport for Greater Manchester Committee.

3.3 Partnerships

Partnerships are critical to achieving success, particularly in the Greater Manchester region with nine other authorities. Our major partners include:

- Department for Transport;
- Greater Manchester Combined Authority;
- Transport for Greater Manchester;
- The other nine Greater Manchester Authorities;
- Highways Agency;
- Network Rail;
- Northern Rail;
- Greater Manchester Bus Operators Association;
- National Health Service;
- British Cycling;
- Sustrans; and
- Greater Manchester Police.

3.4 Future Transport Investment in Greater Manchester

Transport investment, like governance, can be seen on two levels. Salford City Council invests in local transport schemes including highways maintenance, small improvement schemes and road safety initiatives through capital grants. However, major investment in significant transport infrastructure is largely funded through Greater Manchester bodies direct from Central Government or through private sector contributions to facilitate new development.

Increasingly, Central Government appear to be moving away from specific grants to provide local authorities with the freedom to develop targeted transport packages that address the particular transport problems in their area, as evidenced by the Local Sustainable Transport Fund and the Local Pinch Point Fund.

Any future transport funding is likely to be administered by the Transport for Greater Manchester Committee and distributed across Greater Manchester in a similar way to the existing Greater Manchester Transport Fund. As demonstrated by the Local Sustainable Transport Fund and Local Pinch Point Fund, the timeframes for delivery of bids to Central Government funding pots are likely to provide a narrow window for preparatory works and, as such, Salford City Council needs to be in a position to quickly demonstrate the economic and social benefits of its transport priorities.

It is hoped that this vision for better transport will put Salford on the right footings to shape transport investment towards addressing the priorities for Salford over the next 12 years. Some of the priorities identified are deliberately aspirational and due
to the Greater Manchester governance arrangements, many of the actions suggested are not even within the gift of Salford City Council. However, Salford City Council will continue to explore all opportunities to gain access to the many varied and complex funding streams for major transport investment in order to deliver this vision for better transport in Salford.
Salford’s aim is to provide more transport choices for all those who travel in Salford by supporting the creation of a fully integrated transport system, reducing the need for interchange and supporting sustainable travel solutions.

4. Tackling the Issues

This vision assesses current conditions relating to a number of transport related categories, provides a short background and presents Salford City Council’s priorities for each. Our aim is to provide more transport choices for all those who travel in Salford by supporting the creation of a fully integrated transport system, reducing the need for interchange and supporting sustainable travel solutions. Interchange is often perceived as a barrier to movement and as shown in Table 4.1 below a number of key destinations for Salford’s residents could still be considered hard to reach.

Table 4.1 – Salford Origin / Destination Interchange Analysis

<table>
<thead>
<tr>
<th>Origin / Destination</th>
<th>Eccles</th>
<th>Pendleton</th>
<th>Pendlebury</th>
<th>Trafford Centre</th>
<th>Worsley</th>
<th>Irlam</th>
<th>Cadishead</th>
<th>Walkden</th>
<th>Little Hulton</th>
<th>Boothstown</th>
<th>Manchester City Centre</th>
<th>Salford Quays</th>
<th>Salford University</th>
<th>Swinton</th>
<th>Higher Broughton</th>
<th>Clifton</th>
<th>Kersal</th>
<th>Salford Royal Hospital</th>
</tr>
</thead>
</table>
number of passengers. However, for organisational purposes the following sections of this vision document reflect those different types of travel.

4.1 Tackling the Impact of Travel on our Environment

4.1.1 Vision
To reduce the emission of harmful gases and noise levels associated with transport in our City for the benefit of everyone. As a forward thinking authority, Salford City Council anticipates future global changes in transport provision, and is aware of the developments in transport technology which will help to improve our environment. We will continue to monitor pollution levels and embrace advancements in sustainable materials and technologies where these will deliver improvements to our environment.

4.1.2 Background
Each year, air pollution in the UK affects our health, vegetation and buildings. The people most at risk are the young and old and those with heart or lung problems. Salford City Council is working to reduce air pollution by visiting factories, encouraging cleaner modes of travel, reducing the impact of new developments and investigating complaints of air pollution. We recognise that the current global reliance on non renewable resources such as oil for fuel is not sustainable and as such we are already at the forefront of providing the infrastructure to support technological advancements to support greener travel.

Salford City Council also monitors air pollution levels and gives up to date information on pollution levels in Salford and Greater Manchester in annual monitoring reports. The main pollutants of concern in Salford are nitrogen dioxide and particulate matter. The main sources of pollution are transport, followed by industry. When road traffic is broken down into its constituent parts, Heavy Goods Vehicles contribute the most pollution. Most of the emissions come from the major roads and motorways within the City. Our homes and offices are also important sources of pollution.

Salford City Council recently took part in the Local Authority Carbon Management Programme run by the Carbon Trust. The council’s carbon management plan outlines the city council’s commitment to an aspirational 40% reduction in CO₂ over the next five years. We have achieved the Carbon Saver Gold Standard for energy efficiency accreditation for the authority.

4.1.3 Salford’s Environmental Priorities
Reducing the Need to Travel
(Committed)
Salford City Council made a successful bid for funding earlier this year and will receive £7.1 million in funding for upgrading to ultrafast broadband across the city. As a result broadband services will now reach 98% of the city improving businesses’ ability to use telecommunications and allowing more people to work from home. Salford City Council will continue to support innovation and initiatives such as home shopping and working from home, which reduces the need to travel.

Environmental priorities:
- Reduce the need to travel
- Air Quality Assessments and Review
- Greater Manchester Electric Vehicle Scheme
- Tackle congestion and improve air quality
- Encourage cleaner freight fleets in Greater Manchester, route vehicles away from sensitive areas and increase amount of freight on railways
Air Quality Assessments and Review
Poor air quality affects everybody in the UK and the public health outcomes for Salford estimate that up 5.9% of deaths are as a result of poor air quality. This is above the national average of 5.6%. The Environment Act 1995 requires all local authorities to review and assess air quality in their areas and to declare air quality management areas where the objectives are unlikely to be met. The objectives are set in legislation under the Air Quality Regulations for England, Scotland, Wales and Northern Ireland (2007).

A Greater Manchester Air Quality Action Plan is in place, setting measures to improve air quality. As transport is the single most dominant source of poor air quality in the UK and in Salford, and over 70% of oxides of nitrogen and 80% of particulates emitted in Salford are from vehicles, many of the Plan’s actions are part of the local transport plan for Greater Manchester. The Greater Manchester Air Quality Action Plan is made up of two parts. The first part details the actions that will be taken across the Greater Manchester area and summarises how the plan will be evaluated. The City Council has also produced a local annex setting out what we intend to do within our own area, and we produce an annual air quality progress report, outlining progress on implementing actions set out in the air quality action plan.

Greater Manchester Electric Vehicle Scheme
The City Council recognises that the availability of non-renewable energy sources such as oil is reducing and that this will lead to a shift in the methods of travel in the future. People are also becoming increasingly conscious of environmental issues such as pollution and the harmful emissions from petrol cars. It is anticipated that there will be a shift towards using greener technologies for travel.

As electric vehicles produce no emissions at source, they have the potential to make significant contributions to reducing particulate emissions from motor traffic and also contribute to reductions in noise produced by motor traffic. The development of electric vehicles has advanced in recent years and there are now a number of manufacturers entering the market. As this trend continues, electric vehicles will become more affordable and the take-up is expected to increase. The City Council supports the development of an accessible charge point network, in order to encourage the take-up of these vehicles, as part of the Greater Manchester-wide electric vehicle scheme.

A network of approximately 200 fast charging bays are available across Greater Manchester, to ensure that there is enough public charging infrastructure to support a significant uptake of electric vehicles now and in the future. The fast charge points can charge a car a typical electric vehicle in 3-4 hours. Around 150 of these bays are in public car parks and on street bays, 26 of which are located in Salford. The remainder are in private car parks for fleet use. There are also plans for a small number of rapid chargers, which can charge an electric vehicle within 20 minutes to be implemented across Greater Manchester.

Tackling Congestion and Improving Air Quality
The City Council will continue to work with Transport for Greater Manchester to identify measures to alleviate congestion where it’s impacts on the network and the local area are the most severe. Such areas are likely to include the Irlam Gyration and the Trinity Way / Water Street / Regent Road Junctions. Congestion is also an issue in many other places, such as Swinton and Worsley, but in general there are no easy answers. We will continue to work with TfGM to provide improvements to make public transport a realistic option for more people, aiming to reduce the proportion of trips made by car. We will also continue to work with
partners to identify measures to reduce the impact on local air quality of the significant volumes of road traffic passing through Salford.

**Freight Strategy**
The City Council understands the importance of managing issues of air pollution and noise caused by road freight, not only to address European Union targets but to protect urban neighbourhoods and other sensitive areas. We will continue to plan and take strategic action to encourage cleaner freight fleets in Greater Manchester and to route vehicles away from sensitive and residential areas whilst maintaining access for deliveries. Where possible we will also embrace opportunities to increase the amount of freight on the railway and reduce lorry impact on the local road network to reduce the environmental impacts of the movements of freight whilst continuing to support economic activity.

### 4.2 Smarter Travel Choices

#### 4.2.1 **Vision**
Salford City Council will continue to encourage and promote sustainable travel in order to provide a range of travel choices to all people travelling into, within and through Salford.

#### 4.2.2 **Background**
By targeting measures at reducing car use, particularly for peak time workplace and school trips, smarter travel choice initiatives can greatly assist in tackling congestion and support ambitions to reduce casualties. Accessibility can be improved by increasing public awareness of alternative transport choices to the private car and enhancing these alternatives. Much has already been done to support smarter travel choices within Salford. However, these efforts are likely to be accelerated throughout the Local Sustainable Transport Fund funding period.

Salford’s Local Sustainable Transport Fund allocation provides approximately £1.23 million of capital funding and £0.25 million of revenue funding to deliver a programme of prioritised local sustainable access projects, and also Ranger support and engagement on Irwell River Park. The wider Greater Manchester package will provide smarter choice promotion, travel plan support for businesses and new improvements in technology, such as improved real-time travel information. Combined together, these will secure long term behavioural change and sustainable travel patterns. The 2011 census data for the method of journey to work indicates that proportions of walking and cycling trips are 14.1% and 2.5% respectively. Through continued investment and promotion of these types of travel, we hope to significantly increase walking and cycling in Salford and aim to achieve the 10% share for cycling by 2025, as set out in the recently released Get Britain Cycling Report.

#### 4.2.3 **Salford’s Smarter Travel Choices Priorities**
It is essential that smarter travel choices continue to be promoted to ensure the success of the Local Sustainable Transport Fund projects being delivered in Salford. In order to achieve this vision we will concentrate on the following priorities:

**Smarter Travel Choices priorities:**
- Smart ticketing
- Real time passenger information
- Travel planning
- Tackling transport poverty
- Education and training
- Marketing and promotion
- Low Emission Vehicles/ Car Sharing / Car Clubs, etc
Smart Ticketing
(Committed)
Salford suffers from limited integration across the different types of public transport and service providers. The Local Sustainable Transport Fund project aims to introduce a comprehensive smart-ticketing function across Greater Manchester. Transport for Greater Manchester has already committed to delivering a Smartcard system for Metrolink and is investing in a comprehensive back office system for a Greater Manchester smart-ticketing solution to cover the bus, train and tram networks as well as access to cycle hubs. Salford City Council will continue to work with Transport for Greater Manchester and other partners towards the delivery of Smart Ticketing.

Real Time Passenger Information
(Committed)
There is currently no comprehensive information system within Greater Manchester that keeps passengers updated about the location of public transport and anticipated arrival times, with the exception of Metrolink. Solving these issues would improve passenger confidence and make public transport more attractive, particularly to infrequent users. Transport for Greater Manchester are already investing information management systems that will gather real time information data from all forms of public transport as part of the Local Sustainable Transport Fund initiative. This real time information will be streamed straight into commuters’ pockets via a bespoke smart phone app, as well as through a range of other sources such as the internet and digital displays at public transport stops. We will work in partnership with Transport for Greater Manchester to support the introduction of Real Time Passenger Information technology and promote its use when available.

Travel Planning
The City Council will continue to work with businesses, schools and developers to ensure the delivery of effective travel plans. We will also work with Transport for Greater Manchester to develop long term, commercially sustainable, area wide travel plans for key destinations within Salford and in the delivery of personalised travel planning and behavioural change initiatives being delivered through the Local Sustainable Transport Fund programme. This shall be based on the successful Salford Quays/Exchange Quay Travel Plan.

Tackling Transport Poverty
We recognise the difficulties that a number of residents have in managing to afford the costs of their transport needs. In particular, the problems that young people and the unemployed face in affording public transport fares for travelling to, or seeking, work has been raised by community representatives. In this respect, we will seek to support the Greater Manchester Combined Authority and Transport for Greater Manchester in their efforts to provide assistance to people with such difficulties, including ways to provide better fare concessions for unemployed people (such as the recent Job Seekers travel subsidy), and negotiating lower fares generally with local bus operators.

Education and Training
We will continue to deliver cycle training and events, and support the likes of skyrides, bikeability training and adult cycle training aimed at building people’s confidence to cycle on the road. We will also support Transport for Greater Manchester’s commuter cycle and learn to ride projects and the ‘Get Walking; keep walking’ programme of measures devised in partnership with the Ramblers Association working with vulnerable groups.
Marketing and Promotion
We will continue to promote alternative travel choices through targeted promotion and marketing campaigns in partnership with Transport for Greater Manchester to help empower people to make informed choices about how they travel. Previous examples include European Mobility Week, In town Without My Car Day and Bike Week.

Low Emission Vehicles/ Car Sharing / Car Clubs, etc.
We will support the current investment\(^\text{10}\) in the refuelling infrastructure needed to accelerate the uptake of electric vehicles by pursuing the installation of electric vehicle charging points within publicly accessible sites and new residential developments\(^\text{11}\) and by targeting major fleet operators including private and public bodies to switch to low carbon vehicles. As part of the Greater Manchester electric vehicle charging initiative, we are introducing 26 charging bays for electric vehicles across 11 sites.

\(^{10}\) http://news.bbc.co.uk/local/manchester/hi/people_and_places/newsid_9287000/9287511.stm [Last visited: 10/02/13]

\(^{11}\) http://metro.co.uk/2011/07/07/salford-council-wants-new-homes-to-have-charging-points-for-electric-cars-69864/ [Last visited: 10/02/13]
4.3 Active Travel and Healthy Lifestyles

4.3.1 Vision
Salford City Council will help to create a liveable city by encouraging people to walk and cycle more. We will achieve this by influencing land use planning to create connected neighbourhoods where walking and cycling are the preferred modes, with both modes given priority wherever possible in line with the transport user hierarchy and through the pursuance of behavioural change ‘nudge’ measures designed to encourage people to walk and cycle more..

The intention is to provide segregated cycle facilities where possible, based on the European model, to provide safe and convenient connections throughout the city that link the key employment and educational sites, with local residential areas.

Transport User Hierarchy

1. Walking (including aids such as wheelchairs for those with impaired mobility).
2. Cycling.
4. Commercial deliveries and specialist service vehicles (e.g. emergency services, waste collection and taxis).
5. Other motor traffic.

4.3.2 Background
Active travel has the potential to replace a significant number of short car journeys, as well as contributing to healthier lifestyles and the vibrancy of places. They also have the potential to improve social cohesion and build a better sense of community. This is vitally important in achieving a connected Salford given the scale of change planned and the significant increase in the number of people living and working in the area over the next 15 years. Journeys less than 5km are the most suitable for cycling.

Salford already benefits from an extensive network of walking and cycling routes including three national cycle routes, a regional cycling route and a network of former railway lines. The National Cycle Network in Salford consists of National Routes 55, 6 and 556 and Regional Route 82. NCN55 is the east / west route through the city that links Manchester and Bolton and Wigan via a spur off the main route. NCN6 is the north / south route through the city that links Manchester to Bury. NCN556 is a shorter link that connects Salford Quays and MediaCityUK to NCN routes 55 and 6 along the Irwell River Park cycle and pedestrian route.

Although there is a well developed network, there are still significant challenges in bringing about the culture change that would make walking and cycling the natural choice for many short journeys. This includes promotional and educational activities, in addition to infrastructure improvements.
4.3.3 Salford’s Active Travel Priorities

The challenge is to make car drivers aware of the opportunities and benefits of making at least some of their journeys by cycle or on foot, where possible. The aim over the coming years is to promote and develop active travel to maximise its role as a safe, quick, efficient, convenient, healthy and environmentally friendly form of travel. As such, our priorities for active travel include:

**Salford Walking Strategy**
Walking as a mode is undertaken as part of most journeys, this could form part of a public transport or car journey, or make up the entire journey. This everyday activity is often overlooked as part of the active travel provision. Walking is an important form of travel, however, with its own requirements. The physical infrastructure and environment can have a large impact on whether people choose to make journeys by foot.

The City Council has sought to increase walking in recent years, through a combination of promotional activities, such as supporting schools with walk to school programmes and providing infrastructure to improve walking journeys. There is much still to be done, however, to increase walking in Salford. In order to set out the Council’s vision for walking, a local walking strategy will be produced to identify the key areas for investment.

**Cycling Strategies**
In order to set the direction for cycling investment and promotion across Greater Manchester and locally in Salford. The Greater Manchester and Salford cycling strategies will be revised. The intention is that the Greater Manchester Strategy will provide the overarching vision for cycling, linked to the Local Transport Plan. Salford’s local cycling strategy will deliver this strategic vision, within the local context and according to the local priorities.

The Greater Manchester Cycling Strategy
(Committed)
A new Greater Manchester Cycling Strategy is expected in Autumn 2013. The Greater Manchester Cycling Strategy will set the strategic, overarching vision for cycling in Greater Manchester. The districts will implement this vision through their own local cycling strategies.

The Greater Manchester Cycling Strategy will focus on four key areas for increasing cycling:

1. Route network development.
2. Interchange.
3. Health and wellbeing.
4. Practical support.

Salford’s Local Cycling Strategy
(Committed)
Salford’s previous Cycling Strategy set ambitious targets and has delivered a great deal, including large sections of off road facilities along NCN55 and a number of improved links to schools and the city centre. Salford’s local cycling strategy will be updated shortly after the adoption of the Greater Manchester Cycling Strategy. The basis of the strategy will be the
delivery of an ambitious network of core cycling routes that connect residential areas with key destinations such as employment, education and leisure.

Delivering the Local Sustainable Transport Fund Projects
(Committed)
Active travel is very much linked to the Smarter Choices agenda and as such will benefit significantly from Local Sustainable Transport Fund funding. The Local Sustainable Transport Fund programme is a Department for Transport funding scheme for projects which stimulate economic growth, whilst reducing carbon emissions. The Local Sustainable Transport Fund funding is separated into two components, the key component and the large component. The Department for Transport confirmed in June 2011, that Greater Manchester had been successful in securing approximately £4.9 million of funding from the Local Sustainable Transport Fund key component bid. The key component funding covers Greater Manchester wide projects including:

- Adult cycle training and maintenance courses;
- The construction of Cycle Hubs; and
- Provision of grants for cycle parking.

The main capital element of the key component funding is the construction of secure cycle parking at key city centre / employment locations in each district. All the hubs will provide covered cycle storage, secured by means of swipe card access. The Salford Cycle Hub is to be located at MediaCityUK.

In June 2012, the Department for Transport confirmed that Greater Manchester had been successful in securing £32.4 million of capital and revenue funding from the Local Sustainable Transport Fund large component bid, to deliver a range of sustainable travel related projects. The Salford projects to be delivered as part of the large component are primarily cycle schemes, which focus on improving access to Salford Quays from the University of Salford and residential areas located within 3 to 4km of Salford Quays. The routes will provide a combination of on highway and traffic free routes.

Improving Facilities at Key Origins and Destinations
The provision of secure cycle parking at places of work and also at home (a significant proportion of Salford residents live in residential apartment blocks with no cycle parking) as well as facilities such as showers, changing rooms and secure lockers can help to promote more walking, jogging and cycling to/from places of work and leisure/retail destinations. Through improved planning guidance, the delivery of travel plans and by working closely with Transport for Greater Manchester, businesses and local institutions Salford City Council will deliver improved facilities for walkers and cyclists at key origins and destinations (including cycle hubs at Salford Quays and the University of Salford).

Strategic Recreation Routes
(Part Committed)
Salford City Council will continue to work to deliver proposals for recreation/walking routes including the Bridgewater Way project along the Bridgewater Canal corridor, Irwell River Park, towpath improvements along the Manchester Bolton and Bury Canal and the transformation of the Chapel Street corridor. The development of these routes is also likely to provide improved connections for those who live and work in the city.
Journeys to School
Transport for Greater Manchester is currently reviewing its existing access to education arrangements with a view to further promoting and facilitating the use of travel by sustainable modes by young people, families and school staff. This is likely to include a review of pricing and improvements to how information is provided to these groups so that more informed transport decisions can be made. However, in today’s multi-modal environment it is important to strike a balance and ensure that active travel options are also explored and fully promoted. As such we will work with Transport for Greater Manchester to promote active travel within their review of access to education arrangements so as to instil active travel behaviours at the grass roots level.

Improving Connections with Public Transport
It is acknowledged that not all destinations will be within a comfortable walking or cycling distance. However, walking and cycling both have the potential to form part of a journey, with the remaining distance travelled on public transport. Currently, a lack of secure cycle parking at public transport stops means that the potential to combine cycling with public transport for longer journeys is not being realised. We will work with Transport for Greater Manchester, bus operators, Northern Rail and Network Rail to enhance walking and cycle links and the provision of cycle parking and other facilities at public transport stops where practical.

Water Taxi Service
(Committed)
We will support the delivery of the Department for Transport funded project to provide a water taxi service along the River Irwell. This will act to encourage and provide access along the Irwell by linking well developed and safe pedestrian/cycle connections on both sides of the river and to the wider sustainable transport network.

Public Realm Maintenance and Improvements
We will seek to maintain and improve our existing footways and public realm by identifying opportunities to create well developed and safe pedestrian connections throughout the City with strong pedestrian cores within neighbourhood centres. Pedestrians and cyclists will be given priority wherever practical, in line with the transport user hierarchy. We will also continue with our rolling programme of dropped kerb and tactile paving improvements across the city to remove trip hazards; to assist people with wheelchairs, mobility scooters or child buggies; and to improve consistency for the benefit of the visually impaired.
4.4 Metrolink

4.4.1 Vision:
To support Metrolink improvements and extensions to increase capacity and ensure a service that is fast, frequent, reliable, fully accessible, and comfortable. In Salford this means delivery of a new Metrolink line to Port Salford and the pursuance of further network extensions and service level improvements.

4.4.2 Background
The Eccles line forms part of the expanding Metrolink network (as illustrated in Figure 4.1) and makes an important contribution to Salford’s public transport network, providing a fast and frequent service connecting a range of destinations across Greater Manchester.

Figure 4.1 – Future Metrolink Network

Source: Transport for Greater Manchester
The continued expansion of the Metrolink network across Greater Manchester will further increase Salford’s connectivity. The provision of new lines and services will facilitate further growth in patronage and as such Metrolink is likely to become a more popular and important form of public transport for movement across Greater Manchester.

4.4.3 Salford’s Metrolink Priorities
The ongoing expansion of the Metrolink network represents a significant investment which will bring many benefits for Salford. However, there are a number of key priorities for Salford City Council which will further contribute to the future success of Metrolink and the reduction of congestion on the City’s roads. We will continue to work with Transport for Greater Manchester to deliver the following priorities for the City:

Expansion of the Metrolink Network outside of Salford (Committed)
Transport for Greater Manchester are currently overseeing a £600 million expansion of the tram network delivering 20 miles of new track and 27 new stops served by 40 new trams. These new routes will improve accessibility and widen labour markets for Salford and as such Salford City Council will continue to support these works.

Second City Crossing and extension of MediaCityUK service to the city centre
The proposed Metrolink Second City Crossing will run from Deansgate-Castlefield stop, through St Peter’s Square, along Princess Street, Cross Street and Corporation Street, to rejoin the existing Metrolink line at Victoria Station. Construction is expected to get underway in 2013, with services expected to be in operation late 2016. The creation of this link will allow the extension of the MediaCityUK and Eccles service to other parts of the network.

Metrolink extension through Trafford Park to the Trafford Centre, Salford City Stadium and Port Salford (and Loop to Eccles)
There are proposals to extend the Metrolink network through Trafford Park, connecting the Trafford Centre and potentially also the Salford City Stadium and Port Salford. This scheme would offer significant benefits to residents in Salford, particularly those in Ordsall, by improving access to employment opportunities at Trafford Park, the Trafford Centre and Port Salford. We will continue to work with Transport for Greater Manchester, Trafford Council and other partners to identify possible sources of funding.

Improve Connectivity to Metrolink Stops by Other Forms of Travel
Wherever possible we will seek to improve access to Metrolink stops by identifying opportunities for improved integration between tram and bus services and by improving walking and cycling routes near Metrolink stops. We will also continue to work with Transport for Greater Manchester in order to deliver cycle parking at all stops on the Eccles line to maximise the potential to combine cycling with Metrolink journeys.

Tram-train to Wigan and New Metrolink Line to Salford Shopping City
We consider that tram-train to Wigan should remain an aspiration until such time that findings from the Department for Transport’s two year pilot project between Sheffield and Rotherham for service from 2015 is completed. The future expansion of the Metrolink network within
Salford should also remain an aspiration with a new line to Salford Shopping City identified as a key priority.

**Interchange Facility at Cornbrook/Pomona**
The Northern Route Utilisation Strategy\(^{12}\) makes reference to the development of a mainline station at Cornbrook/Pomona on the Liverpool to Manchester line (via Warrington). This would allow integration between trains on the Manchester-Warrington-Liverpool line and trams on the Eccles Metrolink line without having to go into the regional centre. However, as no funding has been agreed this is likely to remain a long term aspiration.

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\(^{12}\) Northern Route Utilisation Strategy – Network Rail, May 2007, p.135
4.5 Bus, Coach and Demand Responsive Transport

4.5.1 Vision
To support bus service and infrastructure improvements to increase capacity and ensure a service that is fast, frequent, reliable, fully accessible and comfortable.

4.5.2 Background
Bus services form the core of the transport network across Greater Manchester and remain the largest single provider of public transport trips within Greater Manchester. However, there are a number of negative perceptions about bus services which act as a barrier to travel by bus, including vehicle quality; problems with punctuality and reliability, confusion over timetables, ticketing and fare structures and the fragmentation of the network making it difficult to make many journeys through the regional centre without interchange.

The City Council has limited influence over bus operators. However, Salford and Manchester City Councils and Transport for Greater Manchester have a robust working relationship in place to deliver the right bus routing strategy for the city. Transport for Greater Manchester is responsible for the maintenance and renewal of bus stops and bus stations within Salford and also works closely with the Greater Manchester Bus Operators Association to develop a bus partnership (the Greater Manchester Bus Partnership) aimed at delivering bus network improvements, higher standards of service and improvements to vehicle quality.

4.5.3 Salford’s Bus Priorities
Whilst there are clearly opportunities to further improve the bus service network, there is little scope for the City Council to directly influence commercial operators in these areas. We do recognise, however, that it’s not all about getting services provided but more about the quality of service. We will therefore continue to work with Transport for Greater Manchester, bus operators and other partners to deliver the following priorities:

Delivering Cross City Bus Priority Package
Transport for Greater Manchester is currently delivering a package of bus priority measures which aim to improve bus travel between Leigh and Atherton, across Manchester city centre and down through Oxford Road. A further spur will also go out to Middlewood and Parrs Wood. The proposals include 4.5 miles of guided busway between Leigh and Ellenbrook, associated accessibility improvements at bus stops and upgrades to existing junctions. The scheme will also include the provision of new Park and Ride sites at East Bond Street, Tyldesley Interchange and the M60/A580 junction as well as new pathways running adjacent to the guided busway section that can be used by walkers, cyclists and horse riders. Fully operational by 2015, Cross City Bus will significantly improve the quality, punctuality, convenience and reliability of bus journeys in Salford.
Bus Network Improvements to Key Destinations
We will continue to work with Transport for Greater Manchester and bus operators to identify further bus service network enhancements to improve accessibility to/from key destinations including those outside of Salford on the basis of their importance as employment and retail/leisure destinations for Salford residents. This is likely to include consideration of additional orbital route bus services (and quality feeder services), such as through Little Hulton and Kersal.

We will also work with Transport for Greater Manchester, bus operators and developers to ensure accessibility by bus to the major employment sites of the future including Port Salford (2021) and Cutacre. It is likely to be difficult to introduce new bus services without significant levels of subsidisation and as such, contributions from the promoters of major new developments will be sought through Section 106 agreements, where appropriate.

Tackling Road Congestion on Radial Routes
Road congestion already affects journey time reliability for buses particularly on key radial routes including the A6, A580, A57, A56, A665, A666 and A572 with traffic demands expected to rise as a result of further growth and concentration of development in the regional centre. We will continue to seek ways to alleviate congestion on these radial routes through the introduction of Quality Bus Corridors, bus priority measures and general capacity improvements where practical to do so.

Investment in Interchanges and Access Improvements
Improvements are already underway at Salford Crescent station which includes measures to improve integration between buses on the A6 and rail services. These improvements are expected to be complete by April 2014. Salford Central has also been identified as being suitable for bus termination and interchange, based on land availability, access routes and proximity to the pedestrian core. We will continue to work with Transport for Greater Manchester to identify funding to bring this scheme forward. We shall also continue to progress improvements to bus stops and vehicles to improve access for all.

Expansion of Metroshuttle (Free Bus) Services
The City Council will continue to work with Transport for Greater Manchester to review the existing Metroshuttle routes to ensure they continue to meet the needs of the expanding regional centre, giving due regard to the implementation of the Cross City Bus and the expansion of the Metrolink network.

Marketing, Promotion and Information
We will continue to work with Transport for Greater Manchester and bus operators to stimulate patronage on marginal services by assisting with the production and circulation of marketing materials and timetable information.

Community/Demand Responsive Transport
The City Council will continue to support the provision of demand responsive transport services, including taxis and private hire vehicles, community transport and other specialist services, such as Ring and Ride, to fill the gaps left by commercial bus services. Shift work may require travel outside of the traditional peak periods when public transport provision can be scant. In such cases, community and demand responsive transport has the capacity to provide a flexible transport service to reflect a flexible working economy as recently demonstrated by
the Kingsway service in Rochdale and Salford’s Local Link. Similar opportunities to fill such gaps exist within Salford including Partington - Trafford Park and these shall be explored further to establish viability.

4.6 Rail

4.6.1 Vision
To support rail improvements which increase capacity and ensure services that are fast, frequent, reliable, fully accessible and comfortable.

4.6.2 Background
More people now choose to travel by rail than at any time since 1945, with total entries and exits at Salford stations increasing by 144% between 2002/03 and 2010/11 representing an average 16% annual growth. There are also increasing amounts of freight being transported across the North.

This growth is expected to continue over the next 20 to 30 years and beyond\(^{14}\). Indeed the 2007 North West Route Utilisation Strategy, the strategic assessment of future rail demand which Network Rail developed in consultation with key stakeholders from across the region, found that rail demand is likely to grow by 44% by 2017.

As the Manchester rail network is currently operating at capacity with many peak hour passenger services blighted by overcrowding, significant investment is needed to accommodate this continued growth and improve conditions for rail users.

The Northern Hub proposals will bring £530 million worth of investment in the rail network across the north of England delivering schemes which will enable up to 700 more trains per day with space for 44 million more people to travel by train each year. Funding for the Northern Hub proposals has been secured and many of the schemes identified are currently underway including improvements to Salford Crescent Station.

\(^{14}\) Transforming Rail in the North, The Northern Hub, Network Rail, 2011.
4.6.3 **Salford's Rail Priorities**

The Northern Hub proposals represent a significant investment in the local rail network, which will bring many benefits for Salford. However, there are a number of local issues which the Northern Hub proposals fail to address. As such, the City Council will continue to work with Transport for Greater Manchester to deliver the following priorities for the City:

**High Speed 2**  
(Committed)  
The City Council will work with Transport for Greater Manchester and the Greater Manchester Combined Authority to pave the way for the arrival of HS2 to Manchester and develop a long term strategic plan to ensure that Salford residents benefit from the arrival of High Speed 2 through the joined up city concept.

**Refranchising**  
(Committed)  
We will work with Transport for Greater Manchester to understand the implications and opportunities that may arise by the devolution of responsibility for managing franchises as well as the potential opportunities presented if Transport for Greater Manchester take on singular management responsibility for key stations. This would give Transport for Greater Manchester the power to demand local priorities from whichever rail operator is awarded the contract to run the services, including the provision of extra carriages, new trains and station revamps. It would also help with the introduction of smart ticketing and upgrades such as allowing Manchester’s trams to travel on the railway network (as mentioned earlier).

**Salford Crescent Station**  
(Part Committed)  
Salford Crescent can only currently accommodate trains of up to five carriages in length. Salford City Council will continue to work with Network Rail to deliver the current proposed Network Rail funded station improvements by 2014. The potential for increased service frequency, wider connectivity and development of additional platforms at the station once the North West electrification and Northern Hub programmes are complete will also be explored.

**Port Salford**  
The City Council will continue to work with Transport for Greater Manchester to ensure that any future development of the rail timetable and rail infrastructure takes the needs of Port Salford into account and also that any development of the connecting Chat Moss line similarly meets the needs of the development.

**Salford Central Station**  
We will continue to push for the provision of additional platforms to enable additional services to serve the station as a result of the Ordsall Chord and Northern Hub proposals. New services will be dependent on the final service options agreed by the rail industry. We will also seek to deliver improved passenger facilities including passenger toilets, waiting and information facilities, improved platform access including lifts and improvements to existing platforms to bring them to current standards.
Access and Passenger Service Improvements (All Stations)
The City Council will prioritise improved access, passenger facilities and increased service frequency and wider connectivity for all stations appropriate to the size and level of usage and as line capacity improvements delivered by electrification and the Northern Hub proposals allow. Priority will also be given to increasing passenger capacity on existing services particularly during the peak hours to relieve overcrowding on trains and at stations. Salford City Council will also continue to work with Transport for Greater Manchester as they develop proposals around fare levels and smart ticketing.

Provision of Rolling Stock /Tram-train
We will continue to support Transport for Greater Manchester in influencing the rail industry’s rolling stock strategy to ensure that rolling stock provision meets demands and that serious consideration is given to the options for Metrolink / tram-train developments where this will reduce long-run rail industry costs.

Friends of Stations Groups
Friends of Patricroft Station are one of four friends of station groups in Salford. The groups, which are managed by Transport for Greater Manchester, offer voluntary services to enhance day-to-day work already carried out by train companies such as adding public art, gardening, litter picking and vegetation clearance and have been very successful in improving the environment at Eccles, Irlam, Patricroft and Walkden stations. We will continue to work with Transport for Greater Manchester’s community engagement officer and the “friends of” station groups to support existing initiatives and further the establishment of more of these groups at others stations within Salford.

Rail Freight
The City Council will embrace opportunities to increase the amount of freight on the railway and reduce lorry impact on the local road network to reduce the environmental impacts of the movements of freight whilst supporting economic activity.
4.7 Car, Taxi/Private Hire and Road Freight

4.7.1 Vision
To support improvements which will help to accommodate current levels of vehicular traffic during peak periods, improve traffic flow and reduce congestion on the highway network across Salford.

4.7.2 Background
Salford benefits from being strategically located in terms of the national and regional highway network, with some of the busiest sections of the motorway network in the UK running through it. The M60, M62, M61 and M602 are identified by the Northwest Regional Spatial Strategy as being of national importance and the A580 and A575 as regionally important.

The nature of Salford’s major road network is such that a significant amount of journeys travel through Salford to access employment in the regional centre. Historically, this has resulted in Salford suffering from heavy congestion throughout its strategic network with average speeds typically below 15mph during morning peak periods on the M602 and all identified A roads within Salford. The junctions of the A6042 Trinity Way / A57 Regent Road / A6042 Water Street are identified as being a significant bottleneck within the city centre and we will work with Transport for Greater Manchester and Manchester City Council to improve the operation of that part of the road network.

Given the growth projections for Salford and Greater Manchester it is predicted that levels of both public transport and car use will increase in coming years. Planning improvements to the public transport network will see an increase in non-car modes along many corridors with road space being reallocated to public transport, walking and cycling at the expense of general traffic.

4.7.3 Salford’s Priorities for Cars, Taxi/Private Hire and Road Freight on the Strategic Highway Network
Salford City Council recognises that the existing and future problems identified on the Strategic Highways network are not exclusive to Salford and cross district boundaries. As such a collaborative approach between the Association of Greater Manchester Authorities, the Highways Agency and Transport for Greater Manchester is required to ensure highway improvements are delivered to support planned development in the short, medium and long term. Salford City Council will continue to work with these partners towards the delivery of the following priorities for the strategic highway network:

- M60 Junction 15 to 12 capacity improvements
- Hard shoulder running
- Western Gateway Infrastructure Scheme
- Reduce Central Salford congestion
- Reduce road freight
- New highway link across Manchester Ship Canal
- Improve provision of taxi ranks at public transport interchanges, key destinations and within new developments.

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M602 study, Halcrow/Highways Agency, October 2008
M60 Junction 15 (M61 Junction) to 12 (M62/M602 Junction)
(Committed)
Recognised in 2003, an additional lane anticlockwise between junction 15 and 12 within the existing highway boundaries will create additional capacity and remove existing bottlenecks as the scheme will reduce weaving behaviour and improve both flow and safety on the motorway. The Government has announced its commitment to this scheme and construction is likely to commence by 2015.

Hard Shoulder Running
(Part Committed)
Several schemes are planned and work will begin before 2015 on the M60 junctions 8 (Carrington Spur, Trafford) to junction 12 (M62/M602 junction). A decision on hard shoulder running (Active Traffic Management) between junctions 12 and 18 on the M60 and junctions 10 to 12 on the M62 will be subject to a post 2015 spending review. These schemes will help to better manage the flow of traffic during peak times increasing the capacity of the existing highway.

4.7.4 Salford’s Priorities for Cars, Taxi/Private Hire and Road Freight on the Local Highway Network
We recognise that there are not always practical solutions to all of our existing and future highway congestion problems and that public transport and active travel will need to play a critical role in reducing the number of single occupancy vehicle trips. With this in mind, the City Council’s priorities for highway improvements include:

Western Gateway Infrastructure Scheme
(Committed)
The WGIS proposals involve substantial highway works between and in the vicinity of junctions 11 and 12 of the M60, located both in Salford and Trafford. These plans include a new rail link between the Liverpool-Manchester railway line into the Port Salford intermodal Freight interchange. The WGIS proposals are forecast to have significant benefits for the strategic road network rather than just Salford’s local road network.

Central Salford Congestion
Further works to support the wider regeneration of the Central Salford area are proposed and will be delivered once new development has been bought forward (10-15 year timescale). The works will include several highway schemes which will improve the highway network, reduce congestion and help mitigate future development along and in the vicinity of the Chapel Street Corridor.

Road Freight
The City Council recognises the importance of managing issues of air pollution and noise caused by road freight, not only to address European Union targets but to protect urban neighbourhoods and other sensitive areas. We will continue to plan and take strategic action to encourage cleaner freight fleets in Greater Manchester and to route vehicles away from sensitive and residential areas whilst maintaining access for deliveries. Where possible we will also embrace opportunities to increase the amount of freight on the railway and reduce lorry impact on the local road network to reduce the environmental impacts of the movements of freight whilst continuing to support economic activity.
New Highway Link across Manchester Ship Canal from Irlam Wharf Road at North Bank to Manchester in Carrington, Trafford

The City Council, through Policy A9 of its Unitary Development Plan,\(^{16}\) will continue with investigations into the potential for a new road linking the A57 Cadishead Way in Salford with the A6144 Manchester Road in Carrington, Trafford. Trafford’s Core Strategy, Policy SLS\(^{17}\) identifies Carrington as a strategic location where a large amount of mixed-use development will be derived over the lifetime of the Strategy and so a connection would be of great benefit.

**Taxi/Private Hire**

The City Council recognises that taxis and private hire vehicles form an essential part of a fully integrated transport network and as such we shall seek to improve the provision of taxi ranks at public transport interchanges, key destinations and within new developments.

\(^{16}\) City of Salford Unitary Development Plan 2004-2016 – Policies saves beyond 21 June 2009, June 2009, p.80

\(^{17}\) Trafford Core Strategy, adopted January 2012, p.59
4.8 Intelligent transport systems and traffic management

4.8.1 Vision
To ensure the safe and efficient movement of all modes of transport in and through the authority; having a positive impact on both the operation of transport networks and the environment.

4.8.2 Background
Intelligent Transport Systems linked with Urban Traffic Management Control can collect data, manage the network and provide high quality accurate travel data to network users to inform their travel decisions before and during journeys. The effective use of Intelligent Transport Systems to provide real time information will adjust network operation by influencing people’s travel and routing choices to reduce congestion and maximise efficiency.

4.8.3 Salford’s Intelligent Transport Systems and Traffic Management Priorities
The City Council, through its strategic partner Urban Vision, are responsible for the traffic management duty for the local highway network within Salford. However, the responsibility for control of any Intelligent Transport Systems or Urban Traffic Management Control systems within Salford lies with Transport for Greater Manchester. As such, the City Council will work with Transport for Greater Manchester and Urban Vision on the following priorities:

Traffic Management Plan
In order to ensure the safe and efficient movement of all modes of transport the City Council will work with Transport for Greater Manchester and Urban Vision to ensure that the network is well managed and maintained to allow the safe and efficient movement of all modes of travel. We will aim to minimise the impacts of congestion, major events and road-works and assist the efficient movement of sustainable forms of transport on the highway network, including walking, cycling, trams and buses.

Real Time Travel Information
The City Council will work with Transport for Greater Manchester to provide travel information to the public via the internet, Variable Message Signs on the highway, text messaging and at public transport stops.

Public Transport Prioritisation on the Highway Network
The use of Intelligent Transport Systems which incorporate Global Positioning Systems to track the location of public transport vehicles enables traffic signal sequences to be adjusted in order to give priority to late running buses and trams. The City Council will work with Transport for Greater Manchester and other partners to ensure the safe and efficient operation of the local highway network whilst exploring opportunities to broaden the use of Intelligent Transport Systems throughout the City.
The Greater Manchester Road Activities Permit Scheme
(Committed)
The Greater Manchester Road Activities Permit Scheme (GMRAPS) was launched earlier this year, and introduces a new joint Permitting regime for all road works. This permit scheme means that anyone who has a Statutory right to work in the street will now have to apply for a permit before they begin working (except for in the case of emergencies), and the central administrative team will issue a permit with associated conditions, which have been agreed by the relevant Permit Authority, fixing the start and end dates and how the work will be carried out.
4.9 Road Safety

4.9.1 Vision
To create a safer transport network through the delivery of physical measures, education, training and publicity to reduce road user traffic casualties amongst all road users on Salford’s Roads.

4.9.2 Background
In 2011, there were 690 casualties on the roads of Salford, 630 of which sustained slight injuries, 55 people sustained serious injuries (including 12 children), and five people lost their lives. Of those who were killed or seriously injured, two thirds were from the three groups of vulnerable road users (pedestrians, cyclists and motorcyclists).

4.9.3 Salford’s Road Safety Priorities
Measures to improve road safety are likely to continue to focus on reducing casualties amongst these vulnerable road user groups and targeting cluster sites where a number of incidents have occurred with similar causation factors. As such the City Council will work on the following priorities:

Ensuring Appropriate Speeds
We will continue to target road casualty reductions through a focus on education, training and publicity. We will also seek to reduce speeds where appropriate by using alternative traffic calming techniques that make use of psychological measures, which can reduce speed and risk. We will also continue to work on physical improvements and make sure that speed limits and restrictions at serious accident sites and outside of schools are appropriate and enforced.

Improving Safety for Vulnerable Road Users
The City Council will continue to invest in a programme of casualty reduction measures aimed at reducing casualties particularly amongst the most vulnerable groups including children and cyclists. An example is the improvements to the subways next to Moorside High School and Worsley Road refurbished with better lighting and tiling to make them safer for pedestrians.

Improved Crossing facilities for Pedestrians and Cyclists
Toucan crossing facilities will be introduced at the Newearth Road/Ellenbrook Road crossing on the A580 to allow pedestrians and cyclists to cross safely. These changes will be staggered and are set for completion by Summer 2014. Further safety measures include toucan crossings further along the A580 at Walkden Road and Old Clough Lane, to allow the safe passage of children to and from Walkden High School. Both measures are planned to be in place by late 2013.

18 http://www.travelindependent.org.uk/area_026.html
4.10 Car Parking & Park and Ride

4.10.1 Vision
To support park and ride schemes which will result in reduced traffic levels and more efficient use of land.

4.10.2 Background
The City Council is responsible for most aspects of parking in the city. This includes the maintenance of pay and display car parks and the enforcement of parking regulations under the provisions of the Traffic Management Act 2004, known as Civil Parking Enforcement.

Currently, Salford has a 450 space park and ride facility which is located on Eccles New Road adjacent to the Ladywell Metrolink stop. Salford Royal Hospital lease 200 of these spaces for use by their staff, leaving 250 spaces for public use. This facility is most commonly used by people travelling into the Regional Centre, to the Lowry and to the Old Trafford football ground.

4.10.3 Salford’s Car Parking and Park and Ride Priorities
Transport for Greater Manchester’s policy for developing park and ride sites is to do so at stations beyond the M60 so that car traffic can be intercepted before it enters the areas closer to the regional centre, which is where congestion is in higher levels. However, there is also potential to reduce congestion on Salford’s roads by intercepting car journeys from within and through Salford to transfer drivers onto public transport. As such, our priorities for Park and Ride include:

Irlam Station Park and Ride
(Committed)
The delivery of a park and ride facility at Irlam is one of the aims identified in the Council’s Irlam Station Strategy, adopted in May 2011, which seeks to improve parking provision at Irlam Station to encourage more people to use rail. A park and ride facility at Irlam Station to increases capacity to 54 spaces including four disabled spaces is currently being progressed and includes other improvements at the station including ten secure cycle lockers, a pedestrian route to the station, lighting and CCTV.

Bus Based Park and Ride
(Committed)
As mentioned earlier, the bus priority package planned for Salford includes the provision of a number of bus based park and ride sites along the A580 with delivery dates expected to coincide with the delivery of the bus priority measures. Where practical further opportunities to introduce bus based park and ride sites shall be explored.

Ensuring Appropriate Provision
We will develop a car parking strategy for the City to ensure appropriate levels of short and long stay car parking within town centres and the development of appropriate parking standards for new developments.
M60 Park and Ride
The City Council will continue to explore the potential to provide a new park and ride site located between the M61/M60 and the A580, to accommodate in excess of 2,000 parking spaces, with potential to be served by Cross City Bus services.
5. **Action Plan**

Throughout this document we have articulated our current vision and associated objectives. Through the City Mayor’s City Plan we invite comments on our priorities for the future giving the opportunity to stakeholders and Salford residents to shape our plans for the future.

Many of the projects identified are already committed and, given their scale, some are long term in nature. However, there are several workstreams being undertaken across Salford and within our community committee areas which will be influenced by the responses received via the City Mayor’s City Plan website.

We have set out below our short and long term workstreams as they currently stand. A more detailed Action Plan is also available online.

**Short Term (to 2016)**

- To ensure that our transport objectives are embedded within the emerging Local Plan for Salford;

- Review of Bus Service Provision across the city and engagement with bus operators and Transport for Greater Manchester around improvements;

- Develop specific improvement plans for each of Salford’s railway stations, including both physical improvements and services;

- We will develop a Salford Cycling Strategy and Delivery Plan to reflect our own priorities in the context of the overarching Greater Manchester Cycling Strategy;

- Continue our delivery of the infrastructure to enable water taxis to operate between Salford Quays and Manchester city centre and secure an operator to run the service;

- Continue delivery of active travel improvements being delivered by Salford’s own programme of walking and cycling improvements, Local Sustainable Transport Fund and the Irwell River Park project;

- Continue delivery of our extensive road safety programme across the City;

- Conclude the delivery of current major highways schemes, including A57 WGIS, A580/A6 Bus Priority Package;

- Continue to work with Transport for Greater Manchester and Manchester City Council to address our current and future road traffic congestion issues particularly those around the regional centre and our key development sites such as the Barton Strategic site and Salford Quays;

- Continue to work with Transport for Greater Manchester and Network Rail to secure the further development of Salford Central station, specifically two new platforms;

- Continue to work with Network Rail to deliver the Ordsall Chord as part of the Northern Hub rail initiative;
- Continue to work with Transport for Greater Manchester to develop the business case for the extension of Metrolink beyond the Trafford Centre to Port Salford/Eccles Loop;

- To further develop our proposals around Park & Ride to include Bus, Rail, Car and Cycle links;

- Work with partners to further the objectives of Salford City Council’s Air Quality Management Area Action Plans particularly around motorways and the strategic highway network;

- Undertake a city wide review of taxi rank provision and progress delivery of the recommendations from the review;

- Continue to support Transport for Greater Manchester and other partners towards the delivery of SMART cards and other technology led initiatives; and

- Support the roll out of electric vehicle infrastructure across the city as part of the Greater Manchester wide initiative.

**Medium to Long (to 2025)**

- Progress delivery of the proposed Gore Street/Central Salford bus interchange;

- Continue to support bus service improvements across Greater Manchester and within Salford including measures such as bus priority, improved passenger information, bus lane enforcement, eco buses and accessible fare initiatives;

- Building on the improvement plans for our stations we will continue to support ongoing rail programmes including Northern Hub, electrification, rolling stock, refranchising and preparation for High Speed Rail with specific focus on maximising benefits for the City of Salford;

- Building on the Salford Cycle Strategy to continue the delivery of core cycle routes to improve access to employment and education opportunities, cycle training programmes and continuing to promote cycling as a sustainable travel mode of transport;

- Continue to explore the potential for further development of tram-train links within Salford;

- We shall work with the Highways Agency and strategic partners to address issues on the strategic road network including providing capacity for growth and tackling poor air quality;

- Continue to support strategic development in the city through the delivery of key transport interventions without adversely impacting on local highway congestion and associated air quality issues;

- Continue to develop active travel priorities to support the health and well being of Salford’s residents; and

- Continue Salford’s commitment to improving road safety and delivering its Highways Asset Management Plan.