

TABLE 10.2a: COMMITTED SCHEMES

National Schemes

A74(T) Carlisle to Guards Mill (Gretna) Upgrade to M6 (under construction)
A5117(T)/A550(T) Deeside Park Junctions Improvement (under construction)
M62 Junction 6 Improvement (Tarbock Interchange)

The following schemes will be financed wholly or in part through the Regional Funding Allocation.

Regional / Sub-Regional schemes for funding within the next three years (2006/07 to 2008/09)

Schemes under construction

A66(T) Temple Sowerby Bypass and Improvement at Winderwath
A590(T) High and Low Newton Bypass
A58 Blackbrook Diversion, St Helens
SEMMMS Quality Bus Corridor
Northern Orbital Quality Bus Corridor
Freckleton Street Bridge, Blackburn

Approved schemes not yet underway

A595(T) Parton to Lillyhall Improvement
Metrolink Phases 1 and 2 Renewal
Manchester Metrolink Phase 3 (Metrolink Extensions)
Carlisle Northern Development Route

Indicative list of Regional / Sub-Regional schemes from 2009/10 to 2015/16

Approved schemes

A57(T)/A628(T) Mottram, Hollingworth and Tintwistle Bypass

Project Title: A74(T) Carlisle to Guards Mill (Gretna) Upgrade to M6	
Delivery Agency: Highways Agency	Funding Source: National
Brief Description of Intervention	
<p>Upgrading of the A74 Trunk Road to dual three lane motorway between M6 Junction 44 north of Carlisle and the A74(M) at Guards Mill near Gretna. Associated alterations to local roads, including construction of a separate all-purpose road for local traffic and non-motorised users alongside the new motorway. The scheme involves the complete replacement off-line of the existing Mossband Viaduct over the West Coast Main Line. Current traffic flow of 42,000 vpd includes 10,000 heavy goods vehicles.</p>	
Relationship to RSS/RTS	
<p>Strong emphasis in Draft RSS on connectivity and the critical importance to the NW of the north-south transport corridor. Supports RTS Objectives 1 and 8 and the following RSS policies:</p> <p>Policy W2 - North of Carlisle a broad location for a regional investment site. Policy RT2 - Route of Strategic National Importance. Policy RT5 - Route important in terms of the movement of freight. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy CNL1 - Improves Cumbria's external transport links.</p>	
Project Status	
Under construction. Brought forward under the Early Contractor Involvement process.	
Relevant Milestones	
<p>Scheme added to the Targeted Programme of Improvements (TPI) in March 2000. Public consultation between November 2001 and February 2002. Draft Orders published in February 2005 with a Public Inquiry in September 2005.</p> <p>In March 2006, the First Secretary of State and the Secretary of State for Transport announced their intention to accept the Inspector's recommendations, subject to comments on recommended modifications, and to proceed with the published scheme by making the Scheme and Orders. Construction commenced in July 2006 with the scheme programmed for completion in December 2008.</p>	
Costs	
<p>£131 million (undiscounted Q1 2004), of which some £78 million (60%) is for construction of the new Mossband Viaduct and considered as essential maintenance. Includes an allowance for the Contractor's and Employer's risks (approximately 10% of the construction works costs) and an allowance for Optimism Bias. Scheme provides high value for money (BCR > 2).</p>	
Risks	
n/a	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the UK strategic highway network.</p> <p>Completes continuous, motorway standard route between Glasgow and the Channel Tunnel.</p> <p>Supports the UK national economy.</p>	

Project Title: A5117(T)/A550(T) Deeside Park Junctions Improvement	
Delivery Agency: Highways Agency	Funding Source: National
Brief Description of Intervention	
<p>On-line grade-separation of three at-grade junctions, together with the provision of a service road combined with pedestrian/cyclist/equestrian facilities. Improvements comprise new two-level junctions with the M56, the A540 and the A550 (Woodbank). Current traffic flows range from 34,000 vpd between the A540 and A550(T) to 55,000 vpd at the Welsh Border, including 6,000 heavy goods vehicles.</p>	
Relationship to RSS/RTS	
<p>Strong emphasis in Draft RSS on connectivity and the functional relationship between West Cheshire and North-East Wales. Supports RTS Objectives 1 and 8 and the following RSS policies:</p> <p>Policy RT2 - Route of Strategic National Importance. Policy RT5 - Route important in terms of the movement of freight. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy LCR1 - Improves the Liverpool City Region's external transport links. Policy LCR4 - Improves transport links between West Cheshire and NE Wales.</p>	
Project Status	
Under construction. Brought forward under the Early Contractor Involvement process.	
Relevant Milestones	
<p>Scheme added to the Targeted Programme of Improvements (TPI) in February 2002. Public consultation in March 2005. Draft Orders published in March 2005 with a Public Inquiry in October 2005.</p> <p>In May 2006, the First Secretary of State and the Secretary of State for Transport announced their intention to accept the Inspector's recommendations and to proceed with the published scheme by making the Scheme and Orders. Orders were made in June 2006 and construction commenced in October 2006. The scheme should be completed and open to traffic in 2008.</p>	
Costs	
£49 million (2002 prices discounted). Scheme provides high value for money (BCR > 2).	
Risks	
n/a	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the UK strategic highway network.</p> <p>Completes continuous, grade-separated route between the M56 and the A55(T)/A494(T) Ewloe Interchange south west of Queensferry in Flintshire.</p> <p>Supports the UK national economy.</p>	

Project Title: M62 Junction 6 (Tarbock Interchange) Improvement	
Delivery Agency: Highways Agency	Funding Source: National
Brief Description of Intervention	
<p>Provision of new link roads at M62/M57/A5300 interchange to enable free-flow movements between the M62 to the east of the interchange and the M57 to the north. The average total daily traffic flow through the interchange is in the order of 120,000 vehicles, of which around 60,000 use the mid-level roundabout, including an estimated 7,400 hgvs. Around 20,000 vehicles will be removed from this roundabout by the scheme. Scheme will also enhance existing facilities for non-motorised users through provision of new crossings.</p>	
Relationship to RSS/RTS	
<p>Liverpool City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in the Draft RSS on the importance of airports and ports to the Region's economy. Interchange lies on key access routes to the City Centre, the Port of Liverpool and Liverpool John Lennon Airport. Supports RTS Objectives 1, 3 and 8 and the following RSS policies:</p> <p>Policy RF1 - Liverpool identified as a Regional Centre and main development location. Policy W2 - Regional investment sites at the Huyton/Prescot and Speke/Halewood Strategic Investment Areas; knowledge nuclei sites in Liverpool City Centre and Eastern Approaches Strategic Investment Areas. Inter-modal freight terminals in Widnes accessed via A5300. Policy RT2 - M62 a Route of Strategic National Importance, M57 as a Route of National Importance. Policy RT3 - Access to Liverpool John Lennon Airport via A5300 Policy RT4 - Main highway access to Port of Liverpool from M6. Policy RT5 - M62, M57 and A5300 important in terms of the movement of freight. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy LCR1 - Improves the Liverpool City Region's internal and external transport links</p>	
Project Status	
Provisionally approved (TPI Entry). Brought forward under the Early Contractor Involvement process.	
Relevant Milestones	
<p>Scheme added to the Targeted Programme of Improvements (TPI) in March 2001. Public information exercise in October 2005, following which the Preferred Route for the junction improvements as announced in 1992 was reaffirmed. Draft Orders were published in March 2006, and as a result of objections subsequently made, a Public Inquiry is to be held in October 2006. Subject to approval by the Secretary of State, completion of statutory processes and availability of funding, construction could start in Summer 2007, with the scheme completed in Summer 2009.</p>	
Costs	
£38 million (outturn estimate). Scheme provides high value for money (BCR > 2).	
Risks	
Outcome of Public Inquiry.	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the UK strategic highway network.</p> <p>Improved accessibility between local residential, industrial and rural areas.</p> <p>Supports the UK national economy and delivery of the Northern Way Growth Strategy and NW Regional Economic Strategy.</p>	

Project Title: A66(T) Temple Sowerby Bypass and Improvement at Winderwath	
Delivery Agency: Highways Agency	Funding Source: RFA
Brief Description of Intervention Construction of a bypass to the south and west of the village of Temple Sowerby to address problems of road safety, noise, air quality, severance and visual intrusion in the village. The scheme is expected to remove around 90% of traffic passing through the village (some 13,500 vpd, including 3,000 heavy goods vehicles).	
Relationship to RSS/RTS Strong emphasis in Draft RSS on connectivity. Supports RTS Objectives 6 and 8 and the following RSS policies: Policy RT2 - Route of National Importance. Policy RT5 - Route important in terms of the movement of freight. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy CNL1 - Improves Cumbria's external transport links.	
Project Status Under construction.	
Relevant Milestones Scheme added to the Targeted Programme of Improvements (TPI) in April 2002. Draft Orders were published in May 2002 and a Public Inquiry held in February/March 2003. In July 2003, the Secretary of State announced that the Orders would be made, with construction commencing in February 2006. The works will take two years to complete.	
Costs £34 million.	
Risks n/a	
Outcomes Improved safety, reduced congestion and improved journey time reliability on the Regional Highway Network. Significantly improved environment for residents of Temple Sowerby. Contributes towards completion of dual carriageway standard route between the M6 at Penrith and the A1(T) at Scotch Corner. Supports the UK national economy and delivery of the Northern Way Growth Strategy.	

Project Title: A590(T) High and Low Newton Bypass	
Delivery Agency: Highways Agency	Funding Source: RFA
Brief Description of Intervention	
<p>Construction of a dual carriageway bypass to the west of the existing A590(T) to address problems of road safety, noise, air quality, severance and visual intrusion in the settlements of High Newton, Low Newton and Ayside. The scheme will remove all through traffic from the three settlements (some 14,000 vpd, including 2,000 heavy goods vehicles).</p>	
Relationship to RSS/RTS	
<p>Strong emphasis in Draft RSS on connectivity. Supports RTS Objectives 6 and 7 and the following RSS policies:</p> <p>Policy RDF1 - Barrow-in-Furness identified as a Regional Town and main development location. Policy RT2 - Route of Regional Importance. Policy RT5 - Route important in terms of the movement of freight. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy CNL1 - Improves Cumbria's internal transport links.</p>	
Project Status	
Under construction.	
Relevant Milestones	
<p>Draft Orders were originally published in February 1993 and a Public Inquiry held in December 1993. Following acceptance of the Inspector's recommendation that there was a justified and compelling need for the bypass, the Secretary of State decided that the Orders should be made, but this did not take effect. The scheme was remitted to the Regional Assembly as Regional Planning Body for consideration through the (then) Regional Planning Guidance process, and was included in Draft RPG submitted to the Government in July 2000. The Independent Panel which conducted the Public Examination of Draft RPG in February 2001 concluded that a decision on whether to retain the scheme as a regional priority was marginal, but recommended so to do, and the scheme was subsequently retained by the Secretary of State in RPG 13 issued in March 2003. It was added to the Targeted Programme of Improvements (TPI) in October 2003, and the Orders were published in December 2004. Construction of the bypass commenced in July 2006 and the works are expected to take two years to complete.</p>	
Costs	
£34 million.	
Risks	
n/a	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the Regional Highway Network. Significantly improved environment for residents of High Newton, Low Newton and Ayside. Supports delivery of the NW Regional Economic Strategy.</p>	

Project Title: A58 Blackbrook Diversion, St Helens	
Delivery Agency: St Helens MBC	Funding Source: RFA
Brief Description of Intervention	
<p>Construction of a 1.3km single carriageway bypass on the route between St Helens town centre and the A580 East Lancashire Road west of Haydock to address problems of road safety, noise, air quality, severance and visual intrusion experienced by the local community centred on West End Road. Public transport services will benefit from reduced traffic flows and new bus priority measures to be installed at the southern end of the scheme.</p>	
Relationship to RSS/RTS	
<p>Liverpool City Region a key location for new development. Strong emphasis in Draft RSS on improving road safety and reducing the environmental impacts of road traffic. Supports RTS Objective 6 and the following RSS policies:</p> <p>Policy RDF1 - St Helens identified as a Regional Town and main development location. Policy RT2 - Route of sub-regional importance. Part of the Primary Route Network (PRN). Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy LCR1 - Improved highway network management.</p>	
Project Status	
Under construction.	
Relevant Milestones	
<p>Provisional acceptance was given by the Government in the LTP Settlement announced in December 2002, followed by full funding approval in December 2005. Construction commenced in February 2006 and will take 15 months to complete.</p>	
Costs	
£8.5 million.	
Risks	
n/a	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the sub-regional highway network.</p> <p>Significantly improved environment for residents of West End Road.</p>	

Project Title: SEMMMS (South East Manchester Multi-Modal Study) Quality Bus Corridor	
Delivery Agency: GMPTE	Funding Source: RFA / LTP Integrated Block
Brief Description of Intervention	
<p>A package of small scale public transport and highway improvements in South East Manchester including the upgrading of traffic signal-controlled junctions to include pedestrian phases, provision of bus lanes and rationalisation of on-street parking. Elements completed to date include safety and regeneration schemes in Rusholme and highway and safety improvements in Chorlton district centre and Stockport to reduce congestion, improve bus reliability and improve pedestrian and cycle access. The M60 Junction 27 (Portwood) busway has also been completed. Consultation has taken place on proposals in Didsbury village and Stretford and is underway for Denton. There is also a programme of bus stop improvements across the whole SEMMMS area.</p>	
Relationship to RSS/RTS	
<p>Manchester City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in Draft RSS on improving public transport and ensuring access to jobs and services. Supports RTS Objectives 2 and 4 and the following RSS policies:</p> <p>Policy RDF1 - Manchester/Salford identified as a Regional Centre and main development location; Stockport identified as a Regional Town and main development location.</p> <p>Policy W2 - South Manchester a broad location for knowledge nuclei sites.</p> <p>Policy RT1 - Improved operating environment for bus-based public transport.</p> <p>Policy RT2 - Improved management of sub-regional highway network.</p> <p>Policy RT6 - Parking policy and provision.</p> <p>Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians.</p> <p>Policy MCR1 - Improves the Manchester City Region's internal transport links.</p>	
Project Status	
Under construction.	
Relevant Milestones	
Project to be completed in 2007/08.	
Costs	
Total cost of £23 million with £8 million contribution from the RFA.	
Risks	
n/a	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the sub-regional and local highway networks.</p> <p>Improved journey time reliability for buses.</p>	

Project Title: Northern Orbital Quality Bus Corridor	
Delivery Agency: GMPTE	Funding Source: RFA / LTP Integrated Block
Brief Description of Intervention	
<p>Part of the INTEGRATE project (a partnership between AGMA, GMPTA, GMPTE, Manchester Airport and public transport operators). Incorporates the Bolton – Bury – Heywood – Rochdale – Littleborough route along the A58 and a second radial route connecting Rochdale, Heywood and Middleton to Manchester City Centre via the A6046. Highway improvements include sections of bus lane, upgrade of traffic signals and the banning of some right turns. The SCOOT traffic control system has been installed in Bolton and Bury town centres, and work is underway in Rochdale. Carriageway widening is underway in Bury and in Middleton a Manchester-bound bus lane has been completed. Some 70% of bus stops have been upgraded, with the remainder to be completed by March 2007.</p>	
Relationship to RSS/RTS	
<p>Manchester City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in Draft RSS on improving public transport and ensuring access to jobs and services. Supports RTS Objectives 2 and 4 and the following RSS policies:</p> <p>Policy RDF1 - Manchester/Salford identified as a Regional Centre and main development location; Bolton, Bury and Rochdale identified as Regional Towns and main development locations.</p> <p>Policy W2 - Central Manchester arc of opportunity a broad location for knowledge nuclei sites; South East of Rochdale a broad location for a regional investment site</p> <p>Policy RT1 - Improved operating environment for bus-based public transport.</p> <p>Policy RT2 - Improved management of sub-regional highway network.</p> <p>Policy MCR1 - Improves the Manchester City Region's internal transport links.</p>	
Project Status	
Under construction.	
Relevant Milestones	
Project to be completed by the end of March 2007	
Costs	
Total cost of £9.47 million with £3.4 million contribution from the RFA.	
Risks	
n/a	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the sub-regional highway network.</p> <p>Improved journey time reliability for buses in the Bolton – Bury – Rochdale and Rochdale – Manchester corridors.</p> <p>Improved access to employment and other opportunities in the Regional Centre.</p>	

Project Title: Freckleton Street Bridge, Blackburn	
Delivery Agency: Blackburn with Darwen BC	Funding Source: RFA
Brief Description of Intervention <p>Bridge replacement scheme in Blackburn town centre. Freckleton Street crosses over the Blackburn to Preston and Bolton railway lines 600 metres to the south-west of Blackburn railway station. The current four span structure is restricted to single lane, one-way traffic and has been assessed as sub-standard in load carrying capacity. The new single span bridge and associated road works will form part of the Blackburn Orbital Route, and is part of a wider regeneration strategy for the area.</p>	
Relationship to RSS/RTS <p>Strong emphasis in Draft RSS on improving road safety and reducing the environmental impacts of road traffic. Supports the following RSS policies:</p> <p>Policy RDF1 - Blackburn identified as a regional Town and main development location. Policy RT2 - Route of local importance. Blackburn identified in RSS as a regional town. Policy CLCR1 - Improves the Central Lancashire City Region's internal transport links.</p>	
Project Status <p>Under construction.</p>	
Relevant Milestones <p>Provisional approval granted in the Local Transport Plan Settlement announced December 2003. Application for outline planning permission submitted. Construction programmed to commence in October 2006, with completion in June 2008.</p>	
Costs <p>£7 million.</p>	
Risks <p>n/a</p>	
Outcomes <p>Opportunities to improve the management of traffic in Blackburn town centre.</p>	

Project Title: A595(T) Parton to Lillyhall Improvement	
Delivery Agency: Highways Agency	Funding Source: RFA
Brief Description of Intervention Construction of a dual carriageway bypass to the west of Distington between Howgate and the Tollbar Houses Junction at Lillyhall, together with an on-line improvement of the existing A595(T) where it passes through the Lillyhall Industrial Estate. An improved traffic signal-controlled junction at the Pelican Garage in Parton is also included. The scheme will remove all through traffic from the settlements of Howgate, Common End and Distington. Around 19,000 vpd currently use the A595(T) between Parton and Lillyhall, including over 1,300 heavy goods vehicles.	
Relationship to RSS/RTS Strong emphasis in Draft RSS on connectivity. Supports RTS Objectives 6 and 7 and the following RSS policies: Policy RDF2 - Whitehaven identified as a Key Service Centre. Policy RT2 - Route of Regional Importance. Links Sellafield and Whitehaven to the A66(T). Policy RT5 - Route important in terms of the movement of freight. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy CNL1 - Improves Cumbria's internal transport links.	
Project Status Fully approved. Brought forward under the Early Contractor Involvement process.	
Relevant Milestones Public consultation in 1995. Scheme added to the Targeted Programme of Improvements (TPI) in March 2001. Draft Orders published in March 2005 and a Public Inquiry held in November 2005. In July 2006, the Secretary of State announced his intention to proceed with the published scheme and to make the Orders. Construction is expected to commence in January 2007, with the scheme open to traffic in October 2008.	
Costs £29 million (outturn estimate).	
Risks n/a	
Outcomes Improved safety, reduced congestion and improved journey time reliability on the Regional Highway Network. Significantly improved environment for residents of Howgate, Common End and Distington.	

Project Title: Manchester Metrolink Phases 1 and 2 Renewal	
Delivery Agency: GMPTE	Funding Source: GMPTE & RFA
Brief Description of Intervention Essential improvements and/or renewals of existing Metrolink network. This includes 8 additional trams, power supply upgrades, improvements to stops (lighting, information, accessibility and new ticket machines), and major infrastructure works which will include the upgrade and renewal of the sections of former railway lines and other works in Manchester City Centre.	
Relationship to RSS/RTS Manchester City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in Draft RSS on connectivity and improving public transport provision. Supports RTS Objectives 2 and 4 and the following RSS policies: Policy RDF1 - Manchester/Salford identified as a Regional Centre and main development location. Policy W2 - Central Manchester arc of opportunity a broad location for knowledge nuclei sites. Policy RT1 - Improvements will reduce overcrowding on existing Metrolink network. Policy MCR1 - Improves the Manchester City Region's internal transport links.	
Project Status Fully approved (July 2006). A shortlist of four bidders has been finalised for the supply of the trams and five other companies have been invited to bid to renew the track.	
Relevant Milestones In January 2005, GMPTE submitted plans and details of funding allocation for Phase 1 and 2 of Metrolink improvements to the DfT. In July 2005, the Secretary of State conditionally approved the proposals for the investment of £58 million of the agreed £520 million to fund the renewals and upgrade of the system with Government finally giving approval to the scheme in July 2006. In August 2006, a shortlist of four bidders were finalised for the supply of the track and five bidders were invited to bid to renew the track with improvements and work on the lines expected to commence in early 2008.	
Costs The total cost of £102 million is to be phased over 4 years between 2005/06 and 2008/09. £58 million allocated from the RFA with the remaining £44 million being provided by GMPTE.	
Risks Costs include allowances for risks; however scheme approval was subject to no further increase in total cost.	
Outcomes Safeguards existing Metrolink network. Improved public transport network in the Manchester City Region.	

Project Title: Manchester Metrolink Phase 3	
Delivery Agency: GMPTE	Funding Source: GMPTE, RFA & Potential TIF
Brief Description of Intervention	
<p>There are two stages for Phase 3. The first (3a) will include the conversion of the Oldham and Rochdale line and constructing part of the South Manchester line to Chorlton. The second (3B) will comprise extensions into Oldham and Rochdale town centre, the line to Droylsden and Ashton-under-Lyne line and the lines to East Didsbury and Manchester Airport from Chorlton.</p>	
Relationship to RSS/RTS	
<p>Manchester City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in Draft RSS on connectivity, improving public transport, improving road safety, managing traffic growth and reducing the environmental impacts of road traffic. Supports RTS Objectives 2, 3 and 4 and the following RSS policies:</p> <p>Policy DP1 - Potential reduction in CO₂ emissions arising from a shift from private car to public transport. Policy RDF1 - Manchester/Salford identified as a Regional Centre and main development location; Oldham, Rochdale and Ashton-under-Lyne identified as a Regional Towns and main development locations. Policy W2 - Central Manchester arc of opportunity and South Manchester broad locations for knowledge nuclei sites; East Manchester a broad location for a regional investment site. Policy RT1 - Significantly improved public transport network in the Manchester City Region. Policy RT3 - Improved public transport access to Manchester Airport. Policy MCR1 - Improves the Manchester City Region's internal transport links.</p>	
Project Status	
<p>Conditional approval granted for Phase 3a (July 2006). There will be a submission to the Government's Transport Innovation Fund in 2007 to improve transport across Greater Manchester, including funding for the extension of Metrolink into Oldham and Rochdale town centres and to Ashton-under-Lyne, East Didsbury and Manchester Airport (Phase 3b). Phase 3b is designed to a high level of detail and capital costs reflect the views of private sector bidders from the procurement exercise concluded in 2004.</p>	
Relevant Milestones	
<p>In July 2004 the Secretary of State withdrew all funding for Metrolink Phase 3 due to ongoing increases in cost. In September 2004, a ministerial group was set up to take the project forward, and in December 2004, the Government announced that the original funding offer of £520 million would again be made available. A countywide Integrated Transport Strategy was subsequently developed by GMPTA and AGMA and submitted to the DfT in April 2005. The aim of this Strategy was to highlight Metrolink as the most appropriate solution for the Oldham/Rochdale, Ashton and South Manchester/Manchester Airport corridors, as well as setting the light rail proposals within a multi-modal context alongside behavioural change strategies. It also included a revised procurement strategy for Metrolink. If funding is ultimately granted for Phase 3b, work is expected to start in 2008 on both phases, as long as costs remain within the budget set by the DfT.</p>	
Costs	
<p>Total scheme cost is £813 million, with 18% Optimism Bias added for the economic appraisal. £260 million allocated from the RFA and £50 million provided by Manchester Airport as a commitment of 20% of the cost of the Airport line, and a further grant of £1.25 million received from the Transport Innovation Fund. Scheme provides high value for money (BCR > 2).</p>	
Risks	
<p>Potential cost increases. Future success of Transport Innovation Fund bid.</p>	
Outcomes	
<p>Significantly improved public transport network in the Manchester City Region. Improved safety, reduced congestion and improved journey time reliability on the sub-regional highway network. Supports delivery of the Northern Way Growth Strategy and NW Regional Economic Strategy.</p>	

Project Title: Carlisle Northern Development Route	
Delivery Agency: Cumbria County Council	Funding Source: PFI / RFA
<p>Brief Description of Intervention</p> <p>Construction of new single carriageway route to the west of Carlisle linking the A595 with the M6/A74(T) at Junction 44, and including a new crossing of the River Eden. The scheme will remove through traffic from the City Centre, improve access between West Cumbria, the North East and Scotland, and to the regional investment site at Kingmoor. It will also facilitate the reallocation of road space within Carlisle. West of Carlisle, the A595 carries around 12,000 vpd, including over 1,600 heavy goods vehicles.</p>	
<p>Relationship to RSS/RTS</p> <p>Strong emphasis in Draft RSS on connectivity and on improving road safety and reducing the environmental impacts of road traffic. Supports RTS Objectives 6 and 7 and the following RSS policies:</p> <p>Policy RDF1 - Carlisle identified as a Regional City and main development location. Policy W2 - North of Carlisle a broad location for a regional investment site. Policy RT2 - Route of Regional Importance. Links West Cumbria to M6 and A69(T). Policy RT5 - Route important in terms of the movement of freight. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy CNL1 - Improves Cumbria's external transport links.</p>	
<p>Project Status</p> <p>Conditional Approval; scheme not yet underway. Awaiting decision on Private Finance Initiative (PFI) application.</p>	
<p>Relevant Milestones</p> <p>Preferred Route adopted in January 1997 and was accepted by the Government in the Local Transport Plan Settlement announced in December 2000, subject to funding being secured from a third party. Full approval was granted in October 2004. The PFI bid includes the management and maintenance of some principal roads in the north of the county.</p>	
<p>Costs</p> <p>£59.4 million (outturn estimate) for road scheme. Includes £3.35 million contribution from RFA reflecting 50% scheme development costs only.</p>	
<p>Risks</p> <p>Cost does not include allowance for Optimism Bias. Potential cost increases. Outcome of PFI application.</p>	
<p>Outcomes</p> <p>Improved safety, reduced congestion and improved journey time reliability on the Regional Highway Network. Improved road access between West Cumbria and the North East / Scotland. Improved management of traffic in Carlisle city centre.</p>	

Project Title: A57(T)/A628(T) Mottram, Hollingworth and Tintwistle Bypass	
Delivery Agency: Highways Agency	Funding Source: RFA
<p>Brief Description of Intervention</p> <p>Construction of a bypass to the north of Mottram, Hollingworth and Tintwistle to address problems of road safety, noise, air quality, severance and visual intrusion in the three villages. The scheme is forecast to remove around 70% of traffic from the A57(T) west of Mottram, over 40% from the A628(T) in Hollingworth and over 60% from Tintwistle. Current traffic flows range from 35,000 vpd at Mottram Moor to 13,500 vpd in Hollingworth and 9,500 vpd east of Tintwistle, where its composition is almost entirely Trans-Pennine and includes almost 3,000 heavy goods vehicles.</p> <p>Associated package of limited safety improvements and traffic management measures such as the installation of traffic signal control at a number of junctions along the route to discourage the reassignment of traffic to the route from other corridors.</p>	
<p>Relationship to RSS/RTS</p> <p>Manchester City Region a key location for new development. Strong emphasis in Draft RSS on connectivity. Supports RTS Objectives 6 and 8 and the following RSS policies:</p> <p>Policy RT2 - Route of Regional Importance. Policy RT5 - Route important in terms of the movement of freight. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians.</p>	
<p>Project Status</p> <p>Provisionally approved (TPI Entry). Brought forward under the Early Contractor Involvement process.</p>	
<p>Relevant Milestones</p> <p>Scheme added to the Targeted Programme of Improvements (TPI) in April 2003. Public participation exercise in 2001 (formal public consultation was held in late 1992). Draft Orders were published in January 2006 and a considerable number of representations subsequently made. The Public Inquiry is now due to commence in mid 2007. If a decision is made to proceed with the scheme, construction is unlikely to start before 2009/10.</p>	
<p>Costs</p> <p>£112 million (outturn estimate) for the bypass only.</p>	
<p>Risks</p> <p>Delays in progressing statutory procedures, including objections to draft Orders and outcome of subsequent Public Inquiry. Potential cost increases. Public acceptance. Affordability.</p>	
<p>Outcomes</p> <p>Improved safety, reduced congestion and improved journey time reliability on the Regional Highway Network. Significantly improved environment for residents of Mottram, Hollingworth and Tintwistle.</p>	

TABLE 10.2b: SCHEMES WITHIN THE RFA PROGRAMME

The following schemes will be funded wholly or in part through the Regional Funding Allocation.

Schemes for funding within the next three years (2006/07 to 2008/09)

Approved schemes not yet underway

A34 Alderley Edge and Nether Alderley Bypass
Edge Lane / Eastern Approaches, Liverpool
Hall Lane Strategic Gateway, Liverpool
Leigh – Salford – Manchester QBC
Greater Manchester Urban Traffic Control (GMUTC)

Schemes which do not yet have approval

Blackpool and Fleetwood Tramway Upgrade Phase 1
Completion of Heysham to M6 Link
Rochdale Interchange
East Lancashire Rapid Transit
Silver Jubilee Bridge Major Maintenance Scheme (Runcorn)
Greater Manchester Highway Retaining Walls Strengthening Scheme

Indicative list of schemes from 2009/10 to 2015/16

Approved schemes

Mersey Gateway (New Mersey Crossing)
Ashton Northern Bypass Stage 2
A57 Glossop Spur
M60 JETTS Quality Bus Corridor

Schemes which do not yet have approval

A556(T) (M6 to M56) Improvements
Access to Port of Liverpool Improvement
SEMMMS Relief Roads
Crewe Green Link Road
Crewe Rail Gateway
Bidston Moss Viaduct Major Maintenance Scheme
A5207 Thornton to Switch Island Link
Bolton Town Centre Public Transport Strategy
Greater Manchester Yellow School Buses

Project Title: A34 Alderley Edge and Nether Alderley Bypass	
Delivery Agency: Cheshire County Council	Funding Source: RFA
Brief Description of Intervention	
<p>Construction of a 5km single carriageway bypass to the west of Alderley Edge and Nether Alderley to reduce congestion, improve access and enhance the environment for local communities and business. The bypass will link the southern terminal roundabout of the Wilmslow-Handforth Bypass with the existing A34 approximately 1 kilometre north of its junction with the A537 at Monk's Heath. Complementary traffic management measures will be introduced in the village to provide an enhanced and safer environment for those who live and work in the area. Over 26,000 vpd currently pass through Alderley Edge, including around 675 heavy goods vehicles. Construction of the bypass will reduce traffic in the village by around 50%.</p>	
Relationship to RSS/RTS	
<p>Manchester City Region a key location for new development. A34 provides secondary access to Manchester Airport and the motorway network from the southern part of the City Region. Strong emphasis in Draft RSS on improving road safety and reducing the environmental impacts of road traffic. Supports RTS Objective 6 and the following RSS policies:</p> <p>Policy W2 - South Manchester a broad location for knowledge nuclei sites. Policy RT2 - Route of Regional Importance. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy MCR1 - Improves the Manchester City region's external transport links.</p>	
Project Status	
Approved scheme (Programme Entry).	
Relevant Milestones	
<p>In March 2002, the Minister for Transport announced that in accepting the SEMMMS Recommended Strategy, he was also provisionally accepting the Alderley Edge Bypass for funding, and would be asking the County Council to continue the development work and statutory processes for the scheme. Public Inquiry held into Side Road and CPO Orders in January 2005. Inspector's report in October 2005 recommended that the Orders be confirmed. The Secretary of State has accepted the Inspector's conclusions. Scheme now being progressed towards an Early Contractor appointment to finalise design and cost plan before construction work commences. Construction programmed to commence in 2008/09; confirmation of Orders awaited.</p>	
Costs	
£52.9 million (outturn estimate). Scheme provides high value for money (BCR>2).	
Risks	
Costs include a Quantified Risk Assessment that equates to some 29% of works plus an Optimum Bias of £0.9 million applied to works and risk allowances.	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the Regional Highway Network. Significantly improved environment for residents of Alderley Edge and Nether Alderley. Improved access to Alderley Business Park (Astra Zenica research headquarters)</p>	

Project Title: Edge Lane / Eastern Approaches, Liverpool	
Delivery Agency: Liverpool City Council	Funding Source: RFA
Brief Description of Intervention Edge Lane forms the main access route to Liverpool City Centre from the M62. A major improvement to the route is being promoted by the Liverpool Land Development Company, a joint NWDA, English Partnerships and Liverpool City Council body. The scheme aims to reduce traffic congestion and community severance, improve the local town and streetscape and improve the accessibility of local businesses and communities. It is also a vital part of a related regeneration project to support delivery of the Housing Market Renewal Initiative.	
Relationship to RSS/RTS Liverpool City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in Draft RSS on connectivity and on improving road safety and reducing the environmental impacts of road traffic. Supports RTS Objectives 2 and 6 and the following RSS policies: Policy RDF1 - Liverpool identified as a Regional Centre and main development location. Policy W2 - Liverpool City Centre and Eastern Approaches Strategic Investment Areas are broad locations for knowledge nuclei sites. Policy RT2 - Route of Sub-regional Importance. Part of the Primary Route Network (PRN). Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy LCR1 - Improves the Liverpool City Region's external and internal transport links. Policy LCR2 - Supports the New Heartlands HMR Pathfinder.	
Project Status Approved scheme (Programme Entry).	
Relevant Milestones Orders have been made and a CPO granted. In September 2006, the CPO was successfully challenged in the courts and the scheme now faces further delay. RFA funding allocated for 2006/07 and 2007/08.	
Costs £15.85 million (outturn estimate).	
Risks Cost does not include allowance for Optimism Bias. Potential cost increases. Uncertainty arising from the successful legal challenge to the CPO.	
Outcomes Improved safety, reduced congestion and improved journey time reliability on the sub-regional highway network. Significantly improved environment for local residents. Supports delivery of the NW Regional Economic Strategy.	

Project Title: Hall Lane Strategic Gateway, Liverpool	
Delivery Agency: Liverpool City Council	Funding Source: RFA
<p>Brief Description of Intervention</p> <p>Hall Lane completes the main access route into Liverpool City Centre from the M62 via Edge Lane. A major improvement is proposed which would upgrade Hall Lane to a dual carriageway between Edge Lane and Kensington. The scheme aims to reduce local traffic congestion and improve access to local employment sites. It also forms part of Liverpool City Council's strategy to manage the circulation of traffic approaching the City Centre and is important for the efficient movement of freight into and out of the City Centre. Complements the Edge Lane / Eastern Approaches scheme.</p>	
<p>Relationship to RSS/RTS</p> <p>Liverpool City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in Draft RSS on connectivity and on improving road safety and reducing the environmental impacts of road traffic. Supports RTS Objectives 2 and 6 and the following RSS policies:</p> <p>Policy RDF1 - Liverpool identified as a Regional Centre and main development location. Policy W2 - Liverpool City Centre and Eastern Approaches Strategic Investment Areas are broad locations for knowledge nuclei sites. Policy RT2 - Route of Sub-regional Importance; not currently part of the Primary Route Network (PRN). Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy LCR1 - Improves the Liverpool City Region's external and internal transport links.</p>	
<p>Project Status</p> <p>Approved scheme (Programme Entry).</p>	
<p>Relevant Milestones</p> <p>Draft Orders have been made under the Highways Act 1980. A Public Inquiry opened in October 2005 but was adjourned in November 2005 as many of the traffic assumptions were linked to the Merseytram Line 1 scheme and require re-evaluation following the decision by Government that it should not proceed. The scheme has also been delayed to accommodate the redevelopment plans of the Royal Liverpool University Hospital, which has outline funding approval of £500 million through the Department of Health. It nevertheless remains an absolute priority for the City Council, and a continuing dialogue is taking place with DfT on how best to safeguard funding for any new scheme. The City Council is awaiting the outcome of RLUH development work and is pressing for the identification of options for a site boundary by early November 2006 at the latest. In preparation for this, the City Council is working with RLUH to ensure that suitable provision is made available for the scheme. RFA funding allocated for 2006/07 and 2007/08.</p>	
<p>Costs</p> <p>£12.2 million (outturn estimate).</p>	
<p>Risks</p> <p>Cost does not include allowance for Optimism Bias. Potential cost increases. Delay in progressing statutory procedures. Unknown impact of successful legal challenge to the Edge Lane / Eastern Approaches CPO.</p>	
<p>Outcomes</p> <p>Improved safety, reduced congestion and improved journey time reliability on the sub-regional highway network. Supports delivery of the NW Regional Economic Strategy.</p>	

Project Title: Leigh – Salford – Manchester Quality Bus Corridor	
Delivery Agency: GMPTE	Funding Source: RFA
Brief Description of Intervention	
<p>Introduction of a 21km Quality Bus Corridor (QBC) between Leigh and Manchester, 8km of which will be a segregated, guided busway, with the remainder predominantly segregated bus priority measures to deliver improved reliability and journey times. The guided busway will run along a former railway line between Leigh and Ellenbrook. A 9km on-highway bus priority section runs along the A580 East Lancashire Road and the A6 from Ellenbrook towards Manchester City Centre. The scheme also includes the introduction of state-of-the-art, high specification vehicles as well as facilities to deliver level boarding along the full length of the route. New and improved pedestrian crossing facilities will be provided and all signal-controlled junctions will be upgraded with new control equipment (SCOOT) which continually monitors traffic flows through junctions.</p>	
Relationship to RSS/RTS	
<p>Manchester City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in Draft RSS on connectivity, improving public transport, improving road safety, managing traffic growth and reducing the environmental impacts of road traffic. Supports RTS Objectives 2 and 4 and the following RSS policies:</p> <p>Policy DP1 - Potential reduction in CO₂ emissions arising from a shift from private car to public transport. Policy RDF1 - Manchester/Salford identified as a Regional Centre and main development location. Policy W2 - Central Manchester arc of opportunity a broad location for knowledge nuclei sites. Policy RT1 - Significantly improved public transport corridor in the Manchester City Region. Policy RT7 - Improved facilities for pedestrians and cyclists. Policy MCR1 - Improves the Manchester City Region's internal transport links.</p>	
Project Status	
Approved scheme (Programme Entry).	
Relevant Milestones	
<p>Provisional approval granted in 2000; however, following the Public Inquiry the Secretary of State requested further work on various environmental aspects of the scheme. In 2001, GMPTE submitted an application for a Transport and Works Act Order to obtain powers to construct, operate and maintain the busway. A public inquiry was held during September 2002 and the Inspector submitted his report to the Secretary of State in March 2003. The additional environmental work was undertaken during summer 2004 and submitted to the DfT in October 2004. In February 2005, the DfT confirmed that it did not intend to re-open the Inquiry and in June 2005, the Secretary of State announced that the Transport Works Act Powers would be granted. RFA funding allocated for 2007/08 to 2011/12.</p>	
Costs	
<p>£44.7 million (outturn estimate). Scheme provides low value for money (BCR 1.3) although recent work to assess the scheme over a 60 year period indicates a BCR of 1.9. Additional benefits are expected from other bus routes using short sections of the corridor to improve journey times or to create new routes.</p>	
Risks	
Costs do not include allowance for Optimism Bias.	
Outcomes	
<p>Improved public transport network in the Manchester City Region. Improved environmental conditions along the whole corridor through inducing a modal shift from private car to public transport. Improved access to employment and other opportunities in the Regional Centre.</p>	

Project Title: Greater Manchester Urban Traffic Control (GMUTC)	
Delivery Agency: GMPTE	Funding Source: RFA
<p>Brief Description of Intervention</p> <p>An essential part of making best use of the existing transport network (a key aim of the Greater Manchester Integrated Transport Strategy and LTP2), the scheme comprises:</p> <ul style="list-style-type: none"> ➤ Implementation of adaptive traffic signal control (SCOOT) in networks of linked traffic signals that have not benefited from investment in SCOOT under district or bus priority schemes; ➤ Introduction of safer and more efficient traffic control systems (MOVA) at isolated traffic signal sites that are not linked to the urban traffic control system; ➤ Continuing the renewal of obsolete traffic control equipment and introduction of new technology with safety and environmental benefits particularly at Pelican Crossings; and ➤ The migration of the existing urban traffic control system towards a modern communications platform which will permit the implementation of a wide range of Intelligent Transport Systems throughout Greater Manchester. 	
<p>Relationship to RSS/RTS</p> <p>Manchester City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in Draft RSS on improving road safety, managing traffic growth and reducing the environmental impacts of road traffic. Supports RTS Objectives 2, 4 and 6 and the following RSS policies:</p> <p>Policy RDF1 - Manchester/Salford identified as a Regional Centre and main development location.</p> <p>Policy W2 - Manchester City Region a broad location for regional investment sites, knowledge nuclei sites and inter-modal freight terminals.</p> <p>Policy RT1 - Improved operating environment for bus-based public transport.</p> <p>Policy RT2 - Improved management of sub-regional highway network.</p> <p>Policy RT5 - Improved operating environment for freight distribution.</p> <p>Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians.</p> <p>Policy MCR1 - Improves the Manchester City Region's internal transport links.</p>	
<p>Project Status</p> <p>Approved scheme (Programme Entry).</p>	
<p>Relevant Milestones</p> <p>Major progress achieved during the LTP1 period. RFA funding allocated for 2006/07 to 2011/12.</p>	
<p>Costs</p> <p>£13.6 million (outturn estimate). Scheme provides high value for money (BCR > 2).</p>	
<p>Risks</p> <p>Cost does not include allowance for Optimism Bias. Potential cost increases.</p>	
<p>Outcomes</p> <p>Improved safety, reduced congestion and improved journey time reliability on the sub-regional highway network.</p> <p>Improved operating environment for buses.</p>	

Project Title: Blackpool and Fleetwood Tramway Upgrade Phase 1	
Delivery Agency: Blackpool Borough Council & Lancashire County Council	Funding Source: RFA
Brief Description of Intervention A programme of comprehensive upgrading for the Tramway incorporating emergency works including the relaying of track from Manchester Square to the Pleasure Beach, upgrading system, and the replacement of an electrical sub-station at Fleetwood. The improvements will cover the entire 10.4 mile length from Starr Gate to Fleetwood.	
Relationship to RSS/RTS Strong emphasis in Draft RSS on connectivity and improving public transport. Supports RTS Objectives 2 and 4 and the following RSS policies: Policy DP1 - Potential reduction in CO ₂ emissions arising from a shift from private car to public transport. Policy RDF1 - Blackpool identified as a Regional Town and main development location. Policy RDF4 - Contributes towards safeguarding the economic importance of Blackpool as a coastal resort. Policy W6 - Supports sustainable tourism and the Fylde Coast visitor economy. Policy RT1 - Safeguards an existing public transport network of sub-regional importance. Policy CLCR1 - Improves the Central Lancashire City Region's internal transport links.	
Project Status Not yet approved; however, the Government has provided Blackpool Council and Lancashire County Council with £10.6 million of the £11.6 million cost required for emergency works which are expected to commence in November 2006.	
Relevant Milestones In late 2000, Steer Davies Gleave was appointed by Blackpool Council to review the condition of the existing Tramway infrastructure and to develop a range of options for the refurbishment, upgrading and extension of the system. An Annex E was submitted in July 2001 to seek Government funding for Phase 1, which comprised a comprehensive upgrading of the vehicles and existing route. The scheme was estimated to cost in the region of £170 million, and was considered to be of low risk given that the existing route is in place. An outline business case was submitted to the DfT in late 2001; however following a series of meetings within Government in July 2004 to discuss technical and financial issues, it was announced that the bid had been unsuccessful. In July 2005, Blackpool Council and Lancashire County Council submitted a separate Outline Business Case for the upgrading of the network. In July 2006, the Tramway was awarded £10.6 million for emergency works to ensure continued operation of the system. Blackpool Council has also submitted a bid for a more extensive upgrade to the system which requires further assessment by the Government before a decision can be reached. Provision has, however, been made for this within the RFA.	
Costs £76.528 million (outturn estimate) allocated from RFA for Phase 1. Scheme provides medium value for money (BCR between 1.5 and 2).	
Risks Costs include allowances for risks. Full approval by the DfT not guaranteed.	
Outcomes Safeguards existing Tramway. Improved public transport network in the Central Lancashire City Region. Supports sub-regional economic and regeneration strategies.	

Project Title: Completion of Heysham to M6 Link Road	
Delivery Agency: Lancashire CC	Funding Source: RFA
Brief Description of Intervention	
<p>The purpose of this scheme is to improve communications between Morecambe and Heysham and the M6 in order to improve access to business areas north of the River Lune and reduce delays on journeys the Port of Heysham and the M6. In addition, the scheme is intended to remove through traffic from residential and commercial areas, to facilitate the continued development of alternative modes of travel, in particular, buses and cycles, and to improve the public realm. The preferred option connects the eastern end of Phase 1 of the link road to a rebuilt Junction 34 on the M6. It would be a dual carriageway road with a combined footway / cycleway along its full length.</p>	
Relationship to RSS/RTS	
<p>Strong emphasis in Draft RSS on connectivity and on improving road safety and reducing the environmental impacts of road traffic.. Supports RTS Objectives 3, 6 and 8 and the following RSS policies:</p> <p>Policy RDF1 - Lancaster identified as a Regional City and main development location. Policy W6 - Supports tourism and the Morecambe visitor economy. Policy RT2 - Route of Regional Importance. Policy RT4 - Main highway access to Port of Heysham. Policy RT5 - Route important in terms of the movement of freight. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy CNL4 - Improves access to Morecambe, supports the role of the Port of Heysham and will enable proposals to be developed for better management of traffic and enhancement of the public realm in Lancaster and Morecambe to support their leisure and tourism roles.</p>	
Project Status	
Not yet approved.	
Relevant Milestones	
<p>In 1962 a route to the north of Lancaster was proposed; in 1985 a route to the west of the city was identified and both were taken to public consultation in 1997 and again in 2001. The County Council's original preferred option was for a route to the west; however, the report on the Examination in Public of the 1991-2006 Lancashire Structure Plan, the Inspector's report on the Lancaster Local Plan Inquiry 1998/99 and the Government's response to the County Council's first Local Transport Plan were all critical of a western route due to its potential visual and environmental impacts. Subsequently, detailed environmental impact studies of both routes were undertaken and legal advice from leading counsel obtained. On the advice that a western route was unbuildable due to impacts on European Protected Areas and Species, in September 2004 the Council resolved to pursue a Northern Bypass of Lancaster as its preferred route for the Heysham to M6 Link. RFA funding allocated for 2008/09 to 2013/14.</p>	
Costs	
£100.26 million (outturn estimate). Scheme provides high value for money (BCR > 2).	
Risks	
Cost does not include allowance for Optimism Bias. Potential cost increases. Delays in progressing statutory procedures. Political and public acceptance. Affordability.	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the Regional Highway Network. Improved environment for residents along existing A683 corridor. Opportunities to improve the management of traffic in Lancaster city centre. Supports the UK national economy and delivery of the Northern Way Growth Strategy and NW Regional Economic Strategy.</p>	

Project Title: Rochdale Interchange	
Delivery Agency: GMPTE	Funding Source: RFA
Brief Description of Intervention Construction of a new, high quality transport interchange in a new location within Rochdale town centre and adjacent to a proposed Metrolink stop. The first phase of a wider package of regeneration measures aimed at revitalising the town centre.	
Relationship to RSS/RTS Manchester City Region a key location for new development. Strong emphasis in Draft RSS on improving public transport and ensuring access to jobs and services. Supports RTS Objective 4 and the following RSS policies: Policy RDF1 - Rochdale identified as a Regional Town and main development location. Policy W2 - South East of Rochdale a broad location for a regional investment site. Policy RT1 - Improved public transport interchange in the Manchester City Region. Policy MCR1 - Improves the Manchester City Region's internal transport links.	
Project Status Not yet approved.	
Relevant Milestones A Major Scheme funding bid for £10.8 million was submitted to the DfT in July 2004 as part of the LTP Annual Progress Report for 2004/05. The DfT was advised that the remaining £1.5 million would be procured by Rochdale Development Agency through the Single Regeneration Budget Round 5 funding stream. In the Local Transport Settlement of December 2004, the DfT advised that the scheme did not represent a sufficient priority for approval at that stage, and it was subsequently remitted to the region for prioritisation. RFA funding allocated for 2006/07 to 2009/10.	
Costs £10 million (estimated outturn). Scheme provides high value for money (BCR>2).	
Risks Costs do not include allowances for Optimism Bias. Potential cost increases.	
Outcomes Improved facilities for public transport interchange in Rochdale (Quality Bus and Metrolink). Supports economic activity in the town centre and has the potential to act as a catalyst for further town centre regeneration.	

Project Title: East Lancashire Rapid Transit	
Delivery Agency: Lancashire County Council & Blackburn with Darwen BC	Funding Source: RFA
Brief Description of Intervention	
<p>This project is being developed in partnership with the ELEVATE Housing Market Renewal programme and the Lancashire Economic Partnership. The key aim is to improve connectivity by public transport to key strategic employment sites, including Whitebirk and to support the regeneration of East Lancashire. A key objective is the development of an integrated public transport system with through ticketing and unified branding at its heart. The Darwen – Blackburn – Accrington bus corridor and its links with the north-south (Clitheroe to Manchester) and east-west (Colne to Preston) railway lines has been identified as a priority. The project focuses on practical, cost-effective solutions based on existing infrastructure. Network elements include smartcard ticketing and better information provision.</p>	
Relationship to RSS/RTS	
<p>Strong emphasis in Draft RSS on improving public transport and ensuring access to jobs and services. Supports RTS Objectives 2 and 4 and the following RSS policies:</p> <p>Policy RDF1 - Blackburn and Burnley identified as a Regional Towns and main development locations. Policy RDF2 - Accrington and Darwen identified as Key Service Centres. Policy W2 - East of Blackburn/Hyndburn a broad location for a regional investment site. Policy RT1 - Improved public transport network in the Central Lancashire City Region. Policy RT2 - Improved management of sub-regional highway network. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy CLCR1 - Improves the Central Lancashire City Region's internal transport links and supports the ELEVATE East Lancashire HMR Pathfinder.</p>	
Project Status	
Not yet approved.	
Relevant Milestones	
In readiness for the project's next stages, a number of measures are being considered through the Lancashire and Blackburn with Darwen Local Transport Plans 2006/07 to 2010/11.	
Costs	
£20 million (estimated outturn).	
Risks	
Costs do not include allowances for Optimism Bias. Potential cost increases.	
Outcomes	
<p>Improved public transport network in the Central Lancashire City Region. Improved access by public transport to strategic employment sites in East Lancashire. Supports delivery of the NW Regional Economic Strategy.</p>	

Project Title: Silver Jubilee Bridge Major Maintenance Scheme	
Delivery Agency: Halton BC	Funding Source: RFA
Brief Description of Intervention	
<p>The Silver Jubilee Bridge is the only direct road link between the towns of Runcorn and Widnes within the Borough of Halton, and is the focal point of a number of regionally important routes linking Cheshire and Merseyside. Used by over 80,000 vpd, the SJB is one of the largest highway structures maintained by a local authority in the country. The structure is now 46 years old and requires a major programme of work to deal with a maintenance backlog and to bring the bridge up to a sustainable steady state of maintenance. Should the Mersey Gateway scheme not proceed, at some point in the future lane closures and possible weight restrictions will be necessary in order to carry out essential maintenance.</p>	
Relationship to RSS/RTS	
<p>Liverpool City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in Draft RSS on connectivity. Supports RTS Objective 8 and the following RSS policies:</p> <p>Policy RDF1 - Runcorn and Widnes identified as Regional Towns and main development locations. Policy W2 - Regional investment sites at the Huyton/Prescot and Speke/Halewood Strategic Investment Areas; knowledge nuclei sites in Liverpool City Centre and Eastern Approaches Strategic Investment Areas, also South East Halton. Inter-modal freight terminals in Widnes. Policy RT2 - Route of Regional Importance. Policy RT3 - Main highway access to Liverpool John Lennon Airport from West Cheshire. Policy RT5 - Route important in terms of the movement of freight. Policy LCR1 - Safeguards a strategic transport link in the Liverpool City Region.</p>	
Project Status	
Not yet approved.	
Relevant Milestones	
<p>Future maintenance of the SJB may be included in the Mersey Gateway PFI concession. This will include the undertaking of all high priority structural maintenance works in the years of LTP2 and provide an enhanced inspection regime. RFA funding allocated for 2008/09 to 2015/16.</p>	
Costs	
£31 million (outturn estimate). Form LTP-F12 in LTP2 indicates £50.34 million.	
Risks	
<p>Cost does not include allowance for Optimism Bias. Potential cost increases. Should sufficient funding not be made available, the longer-term availability of the SJB will be at risk as ultimately, the Council would be unable to fund the increasing maintenance requirements of the structure. This would have adverse impacts on regional, sub-regional and local economic, environmental and social objectives.</p>	
Outcomes	
Sustainable, steady-state maintenance for SJB and approach viaducts.	

Project Title: Greater Manchester Highway Retaining Walls Strengthening Scheme	
Delivery Agency: Oldham MBC	Funding Source: RFA
Brief Description of Intervention <p>There are a significant number of major arterial roads in Oldham which were built into hillsides supported by traditional drystone walls, many of which are well over 100 years old. Over 21km of retaining wall has been identified as in either a failed or failing condition. The Oldham Retaining Walls Framework contract commenced in August 2002 and was completed in March 2006, and resulted in the reconstruction of approximately 5km of retaining walls. Other significant lengths still require reconstruction. A major maintenance bid has therefore emerged to complete the programme of works identified in the original Framework bid document.</p>	
Relationship to RSS/RTS <p>Strong emphasis in Draft RSS on improving road safety and reducing the environmental impacts of road traffic. Supports the following RSS policies: Policy RDF1 - Oldham identified as a Regional Town and main development location. Policy RT2 - Highway network of sub-regional / local importance.</p>	
Project Status <p>Not yet approved.</p>	
Relevant Milestones <p>Major progress achieved during the LTP1 period. Due to the scale of the problem and the limited funding available through the LTP Structural maintenance Allocation, funding has to rely on a Supplementary Major Maintenance Bid. RFA funding allocated for 2007/08 to 2015/16.</p>	
Costs <p>£35 million (outturn estimate).</p>	
Risks <p>Cost does not include allowance for Optimism Bias. Potential cost increases.</p>	
Outcomes <p>The prospect of continued funding over a number of years, specifically for retaining wall strengthening and reconstruction, provides an opportunity to review design, procurement and delivery strategies and to adopt "Rethinking Construction" and "Partnership" principles to the whole process.</p>	

Project Title: Mersey Gateway (New Mersey Crossing)	
Delivery Agency: Halton BC	Funding Source: RFA / PFI / Tolls
<p>Brief Description of Intervention</p> <p>The Silver Jubilee Bridge is the only direct road link between the towns of Runcorn and Widnes within the Borough of Halton, and is the focal point of a number of regionally important routes linking Cheshire and Merseyside. Used by over 80,000 vpd the SJB is now operating well in excess of its design capacity. Halton BC is proposing a major scheme for a second crossing on a new alignment to the east of the SJB. This would be a medium span, cable-stayed bridge carrying a dual two lane carriageway road with hard shoulders, the initial design providing a two tier structure which could be used to segregate public transport, cyclists and pedestrians from other vehicular traffic. Around 90% of traffic is estimated to transfer to the new crossing from the existing SJB, enabling it to function primarily as a local crossing with improved provision for pedestrians, cyclists and buses.</p>	
<p>Relationship to RSS/RTS</p> <p>Liverpool City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in Draft RSS on connectivity. Supports RTS Objectives 2, 3, 6 and 8 and the following RSS policies:</p> <p>Policy RDF1 - Runcorn and Widnes identified as Regional Towns and main development locations. Policy W2 - Regional investment sites at the Huyton/Prescot and Speke/Halewood Strategic Investment Areas; knowledge nuclei sites in Liverpool City Centre and Eastern Approaches Strategic Investment Areas, also South East Halton. Inter-modal freight terminals in Widnes. Policy RT2 - Route of Regional Importance. Policy RT3 - Main highway access to Liverpool John Lennon Airport from West Cheshire. Policy RT5 - Route important in terms of the movement of freight. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy LCR1 - Improves the Liverpool City Region's internal and external transport links.</p>	
<p>Project Status</p> <p>Approved scheme (Programme Entry).</p>	
<p>Relevant Milestones</p> <p>Major Scheme Appraisal submitted to Government in July 2003; revised and an expanded appraisal resubmitted in December 2004. Approval for Programme Entry granted by the Government in March 2006. This will allow the Council to take the scheme forward to detailed design and application for statutory powers, following which it will be considered for Conditional Approval. RFA funding allocated for 2011/12 to 2015/16.</p>	
<p>Costs</p> <p>Current estimate is £335 million, dependent on route and type of bridge. Maximum Government contribution £209 million (£86 million (outturn estimate) from RFA and £123m in PFI credits), with the balance to be met through tolls on the new crossing and SJB.</p>	
<p>Risks</p> <p>Cost does not include allowance for Optimism Bias. Potential cost increases. Delays in progressing statutory procedures. Political and public acceptance. Affordability.</p>	
<p>Outcomes</p> <p>Improved safety, reduced congestion and improved journey time reliability on the Regional Highway Network. Supports delivery of the Northern Way Growth Strategy and NW Regional Economic Strategy.</p>	

Project Title: Ashton-under-Lyne Northern Bypass Stage 2	
Delivery Agency: Tameside MBC	Funding Source: RFA
Brief Description of Intervention	
<p>Construction of a new 0.5km long single carriageway road which will complete the bypass around the north of Ashton town centre. The relieved section of Wellington Road / Penny Meadow is a key walking route into the town centre from surrounding residential areas and from town centre car parks. It also forms part of the Manchester to Stalybridge Quality Bus Corridor and passes through the town centre conservation area. The relieved route will be re-engineered to benefit buses, bus passengers, pedestrians, cyclists and the built environment in the town centre.</p>	
Relationship to RSS/RTS	
<p>Manchester City Region a key location for new development. Strong emphasis in Draft RSS on improving road safety and reducing the environmental impacts of road traffic. Supports RTS Objective 6 and the following RSS policies:</p> <p>Policy RDF1 - Ashton-under-Lyne identified as a Regional Town and main development location. Policy RT2 - Route of local importance; not part of the Primary Route Network (PRN). Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians.</p>	
Project Status	
Approved scheme (Programme Entry).	
Relevant Milestones	
<p>Annex E submitted in July 2002 and Provisional Approval granted in December 2002. Planning permission was obtained in September 2003. Side Road and Compulsory Purchase Orders have been prepared and negotiations to acquire land by agreement where possible continue. RFA funding allocated for 2009/10 top 2012/13.</p>	
Costs	
£8.3 million (outturn estimate). Scheme provides medium value for money (BCR between 1.5 and 2).	
Risks	
<p>Cost does not include allowance for Optimism Bias, although contingency allowance of 5% included. Potential cost increases. Delays in progressing statutory procedures. Political and public acceptance.</p>	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the local highway network. Significantly improved environment along Wellington Road / Penny Meadow. Opportunities to improve the management of traffic in Ashton-under-Lyne town centre.</p>	

Project Title: A57 Glossop Spur	
Delivery Agency: Tameside MBC	Funding Source: RFA
Brief Description of Intervention	
<p>Development of this scheme is being co-ordinated with that of the A57(T)/A628(T) Mottram, Hollingworth and Tintwistle Bypass and together provide a comprehensive bypass solution for the villages of Mottram, Hollingworth and Tintwistle. The Spur will provide additional relief to Hollingworth and other local villages such as Broadbottom. The schemes have been programmed to enable statutory procedures to run in parallel such that, subject to final approval, they can be constructed as a single scheme through a single contract.</p>	
Relationship to RSS/RTS	
<p>Manchester City Region a key location for new development. Strong emphasis in Draft RSS on improving road safety and reducing the environmental impacts of road traffic. Supports RTS Objective 6 and the following RSS policies:</p> <p>Policy RT2 - Route of local importance; not part of the Primary Route Network (PRN). Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians.</p>	
Project Status	
Approved scheme (Programme Entry).	
Relevant Milestones	
<p>Planning permission for the spur was obtained in December 2005. Draft Orders were published in January 2006 and a considerable number of representations subsequently made. The Public Inquiry is now due to commence in mid 2007. Negotiations have commenced with the Highways Agency and their contractor to incorporate the Glossop Spur into the HA's ECI process. This will involve the contractor identifying a target price for the scheme taking into account the likely cost savings arising from combining the two schemes. If a decision is made to proceed, construction is unlikely to start before 2009/10. RFA funding allocated for 2012/13 to 2013/14.</p>	
Costs	
£8.1 million (outturn estimate). Scheme provides high value for money (BCR > 2).	
Risks	
<p>Cost does not include allowance for Optimism Bias. Potential cost increases. Delays in progressing statutory procedures, including objections to draft Orders and outcome of subsequent Public Inquiry. Public acceptance. Affordability.</p>	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the local highway network. Significantly improved environment for residents of Mottram and Hollingworth.</p>	

Project Title: M60 JETTS Quality Bus Corridor	
Delivery Agency: GMPTE	Funding Source: RFA
Brief Description of Intervention A network of Quality Bus Corridors (QBCs) across the north and north-west of Greater Manchester.	
Relationship to RSS/RTS Manchester City Region a key location for new development. Strong emphasis in Draft RSS on improving public transport and ensuring access to jobs and services. Supports RTS Objectives 2 and 4 and the following RSS policies: Policy RDF1 - Manchester/Salford identified as a Regional Centre and main development location; Bolton and Bury identified as Regional Towns and main development locations. Policy RT1 - Improved operating environment for bus-based public transport. Policy RT2 - Improved management of sub-regional highway network. Policy MCR1 - Improves the Manchester City Region's internal transport links.	
Project Status Approved scheme (Programme Entry).	
Relevant Milestones M60 JETTS Multi-Modal Study completed in 2002. Provisional Approval was granted by the Government in 2003, but scheme remitted for regional prioritisation in 2004. Scoping Study undertaken in 2004 and Whole Route Implementation Plans developed in 2005. Public consultation undertaken during 2004/05. Design work currently underway. RFA funding allocated from 2012/13.	
Costs £25.4 million (outturn estimate).	
Risks Cost does not include allowance for Optimism Bias. Potential cost increases.	
Outcomes Improved safety, reduced congestion and improved journey time reliability on the sub-regional highway network. Improved journey time reliability for buses in the north-west quadrant of Greater Manchester.	

Project Title: A556(T) (M6 to M56) Improvement	
Delivery Agency: Highways Agency	Funding Source: RFA
<p>Brief Description of Intervention</p> <p>The A556(T) links the M6 and M56 motorways and for much of its length is an undivided four lane single carriageway road. Up to 50,000 vpd use the route, including 7,500 hgvs. The scheme involves conversion of existing A556(T) to a 50 mph dual carriageway throughout, with the road diverted away from the settlements of Mere and Bucklow Hill. Free-flow links at both motorway junctions to enable unrestricted access to the A556(T) from the existing motorways. Service roads provided for local traffic and pedestrians and cyclists.</p>	
<p>Relationship to RSS/RTS</p> <p>Manchester City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in 'The North West Plan' on connectivity and the critical importance to the NW of the north-south transport corridor; also on the importance of airports and ports to the Region's economy. A556(T) forms the most direct link to and from the M6 for motorway traffic travelling between Greater Manchester, including Manchester Airport, and the West Midlands and the South. Supports RTS Objectives 1, 3, 6 and 8 and the following RSS policies:</p> <p>Policy RDF1 - Manchester/Salford identified as a Regional Centre and main development location. Policy W2 - South Manchester a broad location for knowledge nuclei sites. Policy RT2 - Route of National Importance. Policy RT3 - Main highway access to Manchester Airport from the South. Policy RT5 - Route important in terms of the movement of freight. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy MCR1 - Improves the Manchester City Region's external transport links.</p>	
<p>Project Status</p> <p>Not yet approved.</p>	
<p>Relevant Milestones</p> <p>In April 2003, the Secretary of State for Transport announced that proposals to upgrade the A556 to motorway standard had been rejected on environmental grounds. In addition, he concluded that the alternative options to improve Junction 20 did not represent value for money. The Highways Agency was asked to work with local stakeholders to identify smaller-scale measures for the A556(T); this would take the form of a Route Management Strategy, which commenced in June 2003. Public consultation on a draft Strategy took place in Spring 2004, with the final Strategy published in March 2005. No firm date for scheme entry to Targeted Programme of Improvements. RFA funding allocated for 2013/14 to 2016/17.</p>	
<p>Costs</p> <p>£107 million (outturn estimate).</p>	
<p>Risks</p> <p>Potential cost increases. Delays in progressing statutory procedures. Political and public acceptance. Affordability.</p>	
<p>Outcomes</p> <p>Improved safety, reduced congestion and improved journey time reliability on the Regional Highway Network. Significantly improved environment for residents of Mere and Bucklow Hill. Supports the UK national economy and delivery of the Northern Way Growth Strategy and NW Regional Economic Strategy.</p>	

Project Title: Access to Port of Liverpool Improvement	
Delivery Agency: Highways Agency	Funding Source: RFA
<p>Brief Description of Intervention</p> <p>The A5036(T) links the Port of Liverpool directly with the motorway network (M57/M58) at the Switch Island Junction south of Maghull; it is part of the Trans-European Road Network. Conflicts arise between use of the route as part of the TERN and local traffic movements wishing to cross it. The traffic flow of around 35,000 vpd includes over 5,000 heavy goods vehicles, and the route experiences congestion throughout the day, with road safety an issue at junctions. The proposed scheme involves construction of a new highway from the Switch Island Junction through to A5036(T) 1km east of existing port entrance. It would utilise part of the A5207 Thornton to Switch Island scheme being developed by Sefton MBC.</p>	
<p>Relationship to RSS/RTS</p> <p>Liverpool City Region a key location for new development. Strong emphasis in Draft RSS on connectivity and on improving road safety and reducing the environmental impacts of road traffic; also on the importance of airports and ports to the Region's economy. A5036(T) forms the most direct link between the Port of Liverpool and the motorway network. Supports RTS Objectives 3, 6 and 8 and the following RSS policies:</p> <p>Policy RFD1 - Liverpool identified as a Regional Centre and main development location. Policy RT2 - Route of National Importance. Policy RT4 - Main highway access to Port of Liverpool. Policy RT5 - Route important in terms of the movement of freight. Policy LCR1 - Improves the Liverpool City Region's external and internal transport links.</p>	
<p>Project Status</p> <p>Not yet approved. Scheme under investigation by the Highways Agency.</p>	
<p>Relevant Milestones</p> <p>Outcome of Highways Agency work awaited. No firm date for scheme entry to Targeted Programme of Improvements. RFA funding programmed to commence in 2015/16.</p>	
<p>Costs</p> <p>£45 million (outturn estimate).</p>	
<p>Risks</p> <p>Potential cost increases. Delays in progressing statutory procedures. Political and public acceptance. Affordability.</p>	
<p>Outcomes</p> <p>Improved safety, reduced congestion and improved journey time reliability on the Regional Highway Network. Improved environment for residents along existing A5036(T) corridor. Supports the UK national economy and delivery of the Northern Way Growth Strategy and NW Regional Economic Strategy.</p>	

Project Title: South East Manchester Multi-Modal Study (SEMMMS) Relief Roads (Stockport North - South Bypass; Poynton Bypass; Completion of Manchester Airport Eastern Access Road

Delivery Agency: Stockport MBC / Cheshire County Council / Manchester City Council

Funding Source: PFI / RFA

Brief Description of Intervention

The three schemes were withdrawn from the National Trunk Road Programme following the 1998 Review as a result of the proposed de-trunking of the A6 and A523. It was, however, recognised that transport problems in the South East Manchester area remained unresolved and a study, which came to be known as SEMMMS (the South East Manchester Multi-Modal Study), was commissioned by GONW to identify and develop solutions. SEMMMS recommended that the original proposals should not form part of any strategy, but that the relevant local authorities should develop smaller road proposals of a more appropriate scale to provide relief to communities in the study area affected by significant volumes of through traffic.

Relationship to RSS/RTS

Manchester City Region, and in particular the Regional Centre, a key location for new development. Strong emphasis in Draft RSS on connectivity also on the importance of airports and ports to the Region's economy. Supports RTS Objectives 2, 3, 6 and 8 and the following RSS policies:

Policy RDF1 - Manchester/Salford identified as a Regional Centre and main development location; Stockport identified as a Regional Town and main development location.

Policy W2 - Manchester City Region a broad location for regional investment sites, knowledge nuclei sites and inter-modal freight terminals.

Policy RT2 - Routes of Regional Importance (A6 and A523).

Policy RT3 - Secondary highway access to Manchester Airport from the South and East.

Policy RT5 - Routes important in terms of the movement of freight.

Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians.

Policy MCR1 - Improves the Manchester City Region's internal and external transport links.

Project Status

Not yet approved.

Relevant Milestones

Annex E submitted in July 2004. In December 2004 Local Transport Plan settlement, the Secretary of State indicated that he was unable to reach a final decision pending the completion of further work on modelling and appraisal work and an initial assessment of the value for money of procuring the scheme through PFI. This work has been completed and submitted to the Secretary of State and a response is awaited. RFA funding for scheme preparation allocated for 2011/12 to 2017/18.

Costs

£477.2 million (current price estimate) plus £33.8 million contribution from RFA for scheme preparation. To be procured through a Private Finance Initiative.

Risks

Potential cost increases. Delays in progressing statutory procedures. Political and public acceptance. Affordability and outcome of PFI application.

Outcomes

Improved safety, reduced congestion and improved journey time reliability on the Regional Highway Network. Opportunities to improve the management of traffic in Stockport and SE Quadrant of Manchester City Region. Supports delivery of the NW Regional Economic Strategy.

Project Title: Crewe Green Link Road (Southern Section)	
Delivery Agency: Cheshire County Council	Funding Source: RFA / NWDA / Developer Contributions
Brief Description of Intervention	
<p>The Crewe Green Link Road is intended to link the A534 to the east of Crewe town centre with the A5020 and recently completed A500 Basford, Hough and Shavington Bypass. The northern section, between the A534 and A5020, has already been built. It is part of the 'Transformation of Crewe' regeneration programme and is intended to improve access to the south-east of Crewe, including major employment sites. The scheme will complement the Crewe Rail Gateway proposals and other enhancements along the A534 Nantwich Road corridor.</p>	
Relationship to RSS/RTS	
<p>Strong emphasis in Draft RSS on improving road safety and reducing the environmental impacts of road traffic.. Supports RTS Objective 6 and the following RSS policies:</p> <p>Policy RDF1 - Crewe identified as a Regional Town and main development location. Policy W2 - South of Crewe a broad location for a regional investment site. Policy RT2 - Route of sub-regional importance; not currently part of the Primary Route Network (PRN). Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy CH1- Opportunities to improve the management of traffic in Crewe.</p>	
Project Status	
Not yet approved.	
Relevant Milestones	
Scheme included in the Cheshire Structure Plan and Crewe and Nantwich District Local Plan. No statutory powers are needed. RFA funding allocated for 2009/10 to 2010/11.	
Costs	
£24 million (outturn estimate), with £6 million contribution from RFA. Remainder to be met by developers and the NWDA.	
Risks	
Cost does not include allowance for Optimism Bias. Potential cost increases. Availability of developer funding from delivery of the regional investment site.	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the sub-regional highway network.</p> <p>Significantly improved environment for residents along A534 Nantwich Road.</p> <p>Improved management of traffic in Crewe.</p> <p>Supports delivery of the NW Regional Economic Strategy.</p>	

Project Title: Crewe Rail Gateway	
Delivery Agency: Cheshire County Council & Network Rail	Funding Source: RFA / NWDA / Railway Industry
Brief Description of Intervention Improvement and redevelopment of Crewe Railway Station as a transport interchange, including new station access for all traffic, improved bus and taxi interchange, new entrance and concourse, new car park, renovation of platform facilities. Part of the 'Transformation of Crewe' regeneration programme and will contribute towards achieving the objectives of the West Midlands to North West Conurbation ('MIDMAN') Multi-modal Study.	
Relationship to RSS/RTS Strong emphasis in Draft RSS on improving public transport. Supports RTS Objective 4 and the following RSS policies: Policy RDF1 - Crewe identified as a Regional Town and main development location. Policy W2 - South of Crewe a broad location for a regional investment site. Policy RT1 - Significantly improved interchange between rail and bus. Policy RT3 - Incorporates for improved rail access to Manchester Airport, and potentially, Liverpool John Lennon Airport. Policy RT7 - Improved facilities for pedestrians and cyclists. Policy CH1 - Supports the role of Crewe as a transport interchange and gateway to the region.	
Project Status Not yet approved.	
Relevant Milestones Business case outlined to the DfT in October 2005. A Basic Services Agreement has been entered into with Network Rail for the employment of a Project Advocate to develop the scheme; and an initial application for a funding contribution has been made to the Cheshire and Warrington Economic Alliance (CWEA). Programme Entry and NWDA funding submissions in 2007.	
Costs £32.6 million (outturn estimate), with contributions being sought from the NWDA and the railway industry. Costs include a 44% Optimism Bias allowance for civil engineering works. Scheme provides high value for money (BCR>2).	
Risks Potential cost increases. Uncertainty regarding funding for major rail infrastructure projects.	
Outcomes Improved interchange environment and facilities. Improved image for the North West – Crewe is its southern rail gateway. Potential modal shift of longer distance trips from private car to rail. Supports delivery of the NW Regional Economic Strategy and the 'Transformation of Crewe' regeneration programme.	

Project Title: Bidston Moss Viaduct Major Maintenance Scheme (M53 Junction 1)	
Delivery Agency: Highways Agency / Wirral MBC / Merseytravel	Funding Source: RFA
Brief Description of Intervention <p>Bidston Moss Viaduct is jointly owned by the Highways Agency, Wirral MBC and Merseytravel, the Merseyside Passenger Transport Authority, and carries the M53 and the Kingsway Tunnel approach road over the A554 and the New Brighton railway line. It also carries the A5139 Docks Link North and South slip roads that link Birkenhead Docks and the Twelve Quays Ferry Terminal to the motorway network. Opened in 1971, the viaduct carries some 50,000 vpd, including over 3,000 hgvs, and was strengthened in both 1995 and 1999 to meet standards required to accommodate heavier vehicles of up to 40 tonnes. During these works, several defects were identified and in 2000, parts of the structure were subject to weight and lane restrictions to help reduce traffic loading effects, culminating in the imposition of a 3 tonne weight limit on the main M53 / Tunnel approach section in January 2005, with all hgvs diverted via the Docks Links. Interim strengthening work is being carried out to enable hgvs to use one lane of the main viaduct, but permanent insitu strengthening will require significant expenditure.</p>	
Relationship to RSS/RTS <p>Liverpool City Region a key location for new development. Strong emphasis in Draft RSS on connectivity and on improving road safety and reducing the environmental impacts of road traffic. Supports RTS Objective 3 and the following RSS policies:</p> <p>Policy RDF1 - Liverpool identified as a Regional Centre and main development location; Birkenhead identified as a Regional Town and main development location.</p> <p>Policy W2 – Birkenhead Waterfront a broad location for an inter-modal freight terminal.</p> <p>Policy RT2 - Route of Regional Importance.</p> <p>Policy RT4 - Main highway access to Port of Liverpool (Birkenhead and Twelve Quays).</p> <p>Policy RT5 - Route important in terms of the movement of freight.</p> <p>Policy LCR1 - Safeguards a strategic transport link in the Liverpool City Region.</p>	
Project Status <p>Not yet approved.</p>	
Relevant Milestones <p>Since 2000, the Highways Agency has taken the lead role in determining the strategy for the interim management of the viaduct, and for the development and procurement of any necessary repair works. Rigorous and comprehensive assessment has been undertaken and options for the future of the structure are now being considered in terms of best value and life-cycle cost. RFA funding allocated for 2010/11 to 2013/14.</p>	
Costs <p>£57.5 million (outturn estimate), with £32 million contribution from RFA. The Highways Agency has indicated that its share of the works will be funded from its Structures Renewal Programme.</p>	
Risks <p>Cost does not include allowance for Optimism Bias. Potential cost increases.</p>	
Outcomes <p>Permanent solution safeguarding a regionally important transport link in the Liverpool City Region.</p>	

Project Title: A5207 Thornton to Switch Island Link Road	
Delivery Agency: Sefton MBC	Funding Source: RFA
Brief Description of Intervention	
<p>The A5207 links the A5036(T) Dunnings Bridge Road south-west of the Switch Island Junction with the A565 Liverpool to Southport road. It was constructed as a local distributor road rather than as a strategic route, and suffers from congestion during peak periods and at other times. The route carries around 15,000 vpd and road safety and environmental problems arise as a result. Sefton MBC has been assessing a new single carriageway link road connecting the A565 directly with Switch Island; this is being reviewed in light of considering improved road access to the Port of Liverpool.</p>	
Relationship to RSS/RTS	
<p>Liverpool City Region a key location for new development. Strong emphasis in Draft RSS on connectivity and on improving road safety and reducing the environmental impacts of road traffic. Supports RTS Objective 6 and the following RSS policies:</p> <p>Policy RDF1 – Liverpool identified as a Regional centre and main development location; Southport identified as a Regional Town and main development location.</p> <p>Policy RT2 - Route of sub-regional importance; part of the Primary Route Network (PRN).</p> <p>Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians.</p> <p>Policy LCR1 - Improves the Liverpool City Region’s external and internal transport links.</p>	
Project Status	
Not yet approved. Scheme under investigation by Sefton MBC.	
Relevant Milestones	
Further work needs to be undertaken on the technical specification of the scheme and its economic case before a Major Scheme funding bid can be made. RFA funding programmed to commence in 2009/10.	
Costs	
£9.3 million (outturn estimate).	
Risks	
Cost does not include allowance for Optimism Bias. Potential cost increases. Delays in progressing statutory procedures. Political and public acceptance. Affordability.	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on the sub-regional highway network.</p> <p>Significantly improved environment for residents of Netherton and Thornton.</p>	

Project Title: Bolton Town Centre Public Transport Strategy	
Delivery Agency: Bolton MBC / GMPTE	Funding Source: RFA
Brief Description of Intervention Development of a major scheme bid for a new bus and rail interchange together with the introduction of a bus gyratory system in the town centre and contra-flow bus lanes. The aim is to improve public transport interchange and town centre traffic circulation, also the public realm including improved pedestrian and cycle routes through the town centre. Car parking will be rationalised and managed to improve accessibility and manage demand. Servicing arrangements for commercial properties will also be improved.	
Relationship to RSS/RTS Manchester City Region a key location for new development. Strong emphasis in Draft RSS on improving public transport and ensuring access to jobs and services, also on improving road safety and reducing the environmental impacts of road traffic. Supports RTS Objective 4 and the following RSS policies: Policy RDF1 - Bolton identified as a Regional Town and main development location. Policy RT1 - Improved operating environment for bus-based public transport. Policy RT2 - Improved management of the sub-regional highway network. Policy RT6 - Parking policy and provision. Policy RT7 - Improved facilities for pedestrians and cyclists. Policy MCR1 - Improves the Manchester City Region's internal transport links.	
Project Status Not yet approved.	
Relevant Milestones Outline appraisal carried out. Project included as a major scheme in the Greater Manchester Local Transport Plan 2006/07 to 2010/11.	
Costs £23.8 million (estimated outturn).	
Risks Costs do not include allowances for Optimism Bias. Potential cost increases. Scheme provides low value for money (BCR<1.5), although this may be understated as it refers to the cost of the interchange alone.	
Outcomes Improved safety, reduced congestion and improved journey time reliability on the local highway network. Improved operating environment for buses and improved facilities for public transport interchange. Improved management of traffic in Bolton town centre.	

Project Title: Greater Manchester Yellow School Buses	
Delivery Agency: GMPTE	Funding Source: RFA
<p>Brief Description of Intervention</p> <p>The scheme will provide a bespoke home to school transport service for secondary school children, including Special Educational Needs pupils, across Greater Manchester. There are currently 16 Yellow School Buses in use within Greater Manchester, but this scheme will provide an additional 160 single deck vehicles to serve 85 schools. The vehicles will be highly visible, fully compliant with the requirements of the Disability Discrimination Act (DDA) and adhere to stringent emission standards. Each bus will be equipped with seat restraints, CCTV, radio and PA systems to make use of Real Time Passenger Information and a vehicle tracking system.</p>	
<p>Relationship to RSS/RTS</p> <p>Strong emphasis in Draft RSS on reducing road congestion, improving road safety and reducing the environmental impacts of road traffic. Supports RTS Objective 4 and the following RSS policies: Policy RT2 - Reduction in proportion of car-borne education trips during peak periods.</p>	
<p>Project Status</p> <p>Not yet approved.</p>	
<p>Relevant Milestones</p> <p>A Major Scheme funding bid was submitted to the DfT in July 2004 as part of the LTP Annual Progress Report for 2004/05. In the Local Transport Settlement of December 2004, the DfT advised that the scheme did not represent a sufficient priority for approval at that stage, and it was subsequently remitted to the region for prioritisation. RFA funding allocated for 2015/16 onwards.</p>	
<p>Costs</p> <p>£25.7 million (outturn estimate) which includes the vehicles, fixed infrastructure and set-up costs. Scheme provides high value for money (BCR>2).</p>	
<p>Risks</p> <p>Cost does not include allowance for Optimism Bias. Potential cost increases. Affordability and relative priority.</p>	
<p>Outcomes</p> <p>A safe home to school transport system that is accessible to all, thereby reducing social exclusion.</p> <p>Improved safety and reduced congestion in the vicinity of schools due to modal shift from private car to school bus.</p> <p>Reduced demand for commercial buses during peak periods which can then be reallocated to meet other travel requirements.</p>	

TABLE 10.2c: RFA PROGRAMME CONTINGENCY SCHEMES

A55(T)/A483(T) Junction Improvement, Chester

A685 Kirkby Stephen Bypass

Altrincham Interchange

Wigan Inner Relief Road

Project Title: A55(T)/A483(T) Junction Improvement, Chester	
Delivery Agency: Highways Agency	Funding Source: RFA
<p>Brief Description of Intervention</p> <p>The A55(T) provides an alternative route on the south side of Chester to the A5117(T)/A550(T) through Queensferry for traffic movements between the M56 and North Wales. The A483(T) forms the northern section of an important inter-regional route between North Wales, Chester, Wrexham, Shrewsbury and the West Midlands. To the east of the junction, the A55(T) is carrying around 55,000 vpd, including 6,500 hgvs; the A483(T) to the south carries some 33,000 vpd including 3,500 hgvs. Traffic using the junction regularly experiences significant congestion during peak periods.</p> <p>Major improvements to the upper level roundabout of the grade-separated junction are proposed to improve safety, increase capacity to reduce congestion and improve journey time reliability, and to reduce the environmental impact associated with traffic avoiding the junction and 'rat-running' through local settlements such as Eccleston to avoid congestion. Junction acknowledged as a problem location in both the Route Management Strategy and the A5/A483 Shrewsbury to Chester Road Based Study.</p>	
<p>Relationship to RSS/RTS</p> <p>Strong emphasis in Draft RSS on connectivity and the functional relationship between West Cheshire and North-East Wales. Supports RTS Objectives 6 and 8 and the following RSS policies:</p> <p>Policy RDF1 - Chester identified as a Regional City and main development location.</p> <p>Policy W2 - South west of Chester a broad location for knowledge nuclei sites.</p> <p>Policy RT2 - Routes of National Importance.</p> <p>Policy RT5 - Routes important in terms of the movement of freight.</p> <p>Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians.</p> <p>Policy LCR1 - Improves the Liverpool City Region's external transport links.</p> <p>Policy LCR4 - Improves transport links between West Cheshire and NE Wales.</p>	
<p>Project Status</p> <p>Not yet approved.</p>	
<p>Relevant Milestones</p> <p>In April 2003, the Secretary of State for Transport announced that the Highways Agency would be taking forward a major improvement of the A55(T)/A483(T) junction. The scheme has yet to be included in the Targeted Programme of Improvements, and was remitted to the Region in 2005 for prioritisation. Identified as one of four contingency schemes within the RFA Programme; construction therefore unlikely to start until after 2015.</p>	
<p>Costs</p> <p>£25 million (current estimate) which would be partly met by developer contributions.</p>	
<p>Risks</p> <p>Potential cost increases. Delays in progressing statutory procedures. Political and public acceptance. Affordability and relative priority.</p>	
<p>Outcomes</p> <p>Improved safety, reduced congestion and improved journey time reliability on the Regional Highway Network. Supports the UK national economy.</p>	

Project Title: A685 Kirkby Stephen Bypass	
Delivery Agency: Cumbria CC	Funding Source: RFA
Brief Description of Intervention	
<p>The A685 links the M6 at Junction 38 near Tebay with the A66(T) at Brough, and although it has been improved to a good standard single carriageway road for much of its length, the 3 kilometre section through Kirkby Stephen remains substantially unimproved. Proposals for a bypass were originally abandoned by the County Council in June 1997 and an experimental lorry ban was introduced to reduce the impact of through traffic. This came into effect in December 1999 for a maximum period of 18 months. Prior to the introduction of the 18 tonne weight restriction, the A685 carried between 5,500 vpd and 6,500 vpd, including over 900 heavy goods vehicles. A permanent Traffic Regulation Order has now been made for an indefinite continuation of the lorry ban, with prohibited hgvs forced to travel considerably further via the M6 Junction 40 at Penrith. The current proposal is for a single carriageway bypass to the west of Kirkby Stephen.</p>	
Relationship to RSS/RTS	
<p>Strong emphasis in 'The North West Plan' on connectivity. Supports RTS Objective 6 and the following RSS policies:</p> <p>Policy RDF2 – Kirkby Stephen identified as a Key Service Centre. Policy RT2 - Route not part of Regional Highway Network due to hgv ban. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy CNL1 - Improves Cumbria's external transport links.</p>	
Project Status	
Not yet approved.	
Relevant Milestones	
<p>The original scheme was the subject of a Public Inquiry in the late 1990s, with the Inspector recommending implementation. Identified as one of four contingency schemes within the RFA Programme; construction therefore unlikely to start until after 2015.</p>	
Costs	
£8 million (current estimate).	
Risks	
<p>Cost does not include allowance for Optimism Bias. Potential cost increases. Delays in progressing statutory procedures. Political and public acceptance. Affordability and relative priority.</p>	
Outcomes	
<p>Improved safety, reduced congestion and improved journey time reliability on route of potential regional importance.</p> <p>Significantly improved environment for residents of Kirkby Stephen.</p>	

Project Title: Altrincham Interchange	
Delivery Agency: GMPTE	Funding Source: RFA
Brief Description of Intervention Redevelopment of Altrincham Interchange (combined bus, heavy rail and light rail interchange) to improve accessibility, safety and security and the quality of the waiting environment.	
Relationship to RSS/RTS Manchester City Region a key location for new development. Strong emphasis in Draft RSS on improving public transport and ensuring access to jobs and services. Supports RTS Objective 4 and the following RSS policies: Policy RDF1 - Altrincham identified as a Regional Town and main development location. Policy W2 - South Manchester a broad location for knowledge nuclei sites. Policy RT1 - Improved public transport interchange in the Manchester City Region. Policy RT8 - Broad intervention not included in JMP Prioritisation Methodology. Policy MCR1 - Improves the Manchester City Region's internal transport links.	
Project Status Under investigation by GMPTE.	
Relevant Milestones Major scheme business case submitted to the DfT in 2004. Identified as one of four contingency schemes within the RFA Programme; construction therefore unlikely to start until after 2015.	
Costs £17.6 million (current estimate). Scheme provides high value for money (BCR>2).	
Risks Cost does not include allowance for Optimism Bias. Potential cost increases. Affordability and relative priority.	
Outcomes Improved facilities for public transport interchange in Altrincham.	

Project Title: Wigan Inner Relief Road	
Delivery Agency: Wigan MBC	Funding Source: RFA
<p>Brief Description of Intervention</p> <p>The scheme involves construction of approximately 1km of new single carriageway road between the A49/A577 junction and Frog Lane to the west of the town centre, thereby completing the Inner Relief Road. It will improve access to the Miry Lane Employment Zone, particularly for hgvs. All new junctions will include bus priority measures and facilities for pedestrians and cyclists. New and improved facilities for non-motorised users will be provided along the full length of the scheme.</p>	
<p>Relationship to RSS/RTS</p> <p>Manchester City Region a key location for new development. Strong emphasis in Draft RSS on improving road safety and reducing the environmental impacts of road traffic. Supports RTS Objective 6 and the following RSS policies:</p> <p>Policy RDF1 - Wigan identified as a Regional Town and main development location. Policy RT2 - Route of sub-regional importance, potentially part of the Primary Route Network. Policy RT7 - Improved facilities for pedestrians, cyclists and equestrians. Policy MCR1 - Improves the Manchester City Region's internal transport links.</p>	
<p>Project Status</p> <p>Not yet approved.</p>	
<p>Relevant Milestones</p> <p>Granted provisional Approval by the Government in December 2002. Planning permission was first obtained in September 2003, but the scheme was subsequently revised and resubmitted following amendments to the planning boundary; planning permission for the revised boundary was granted in July 2004. Draft Orders were published in October 2004 but withdrawn when the scheme was remitted to the Region in December 2004 for prioritisation. Identified as one of four contingency schemes within the RFA Programme; construction therefore unlikely to start until after 2015.</p>	
<p>Costs</p> <p>£24.5 million (current estimate). Includes 31% allowance for Optimism Bias. Scheme provides high value for money (BCR>2).</p>	
<p>Risks</p> <p>Potential cost increases. Delays in progressing statutory procedures. Political and public acceptance. Affordability and relative priority.</p>	
<p>Outcomes</p> <p>Improved safety, reduced congestion and improved journey time reliability on the sub-regional highway network.</p> <p>Opportunities to improve the management of traffic in Wigan town centre.</p>	