

Five Year Action Plan: 2011 - 2016

Mode	Project	Description	Activities	Resources
<b>Train</b>	1. Northern Hub	The Northern Hub is one of Transport for Greater Manchester Committee's policy priorities and comprises a package of interventions which could transform rail travel across the north of England, providing better services and more capacity. This £560 million investment would increase the amount of train services for passengers across the north by 40%, as well as freeing up important capacity on the rail network for freight. By improving the connections between the cities and towns of the North the Northern Hub would lead to the creation of up to 23,000 jobs and stimulate £4.2 billion of benefits to the Northern economy.	<ul style="list-style-type: none"> <li>Liaise with TfGM and Network Rail to understand the timescales of the works, including any potential disruption for existing services</li> <li>Investigate / influence benefits for the borough including journey times, rolling stock and service patterns in association with the new post-hub timetable</li> <li>Provide briefing notes / PR statements as and when needed</li> </ul>	<p><b>Internal:</b> Transport Strategy Team, Media &amp; Comms Member support Network Management</p> <p><b>External:</b> TfGM, Network Rail</p>
	2. Rail electrification	Network Rail are electrifying key routes on the railway which will mean faster, greener, quieter and more reliable journeys for thousands of passengers. The Lancashire Triangle electrification includes Liverpool to Manchester via Chat Moss, Liverpool to Wigan, Preston to Blackpool North and Manchester to the WCML. The first phase of work between Manchester and Newton-le-Willows is well underway, connecting Manchester and the West Coast Main Line. This will provide for direct electric train services from Manchester and Manchester Airport to Wigan, Lancashire, Cumbria and Scotland.	<ul style="list-style-type: none"> <li>Understand the timescales of the works, including any potential disruption for existing services</li> <li>Liaise with partners with regards to the new service from Wigan North Western to Manchester and Preston in conjunction with the first phase completion in December 2013</li> <li>Support the electrification of the Chat Moss Line between Liverpool and Manchester</li> <li>Provide briefing notes / PR statements as and when needed</li> </ul>	<p><b>Internal:</b> Transport Strategy Team, Media &amp; Comms Member support Network Management</p> <p><b>External:</b> TfGM, TPE, Network Rail</p>
	3. High Speed Rail	High Speed Two (HS2) will provide a major capacity and connectivity boost for Britain's railway. The first phase linking London to the West Midlands and with a connection to HS1 is expected to open in 2026, and the second phase to Manchester and Leeds in 2032. As part of the extension to Manchester, there is a HS2 spur which will connect through the borough onto the West Coast Main Line.  This will include a new maintenance depot (providing an opportunity for skilled jobs) at the end of the HS2 line before it connects with the WCML. HS2 is not just a faster railway, but a reliable, high-capacity people mover. HS2 is forecast to carry up to 5.4 million passengers every year who might otherwise have travelled by air, as well as potentially seeing up to 9.8 million passengers transfer from the national road network. More freight trains using the space freed up on the existing rail network will reduce lorry traffic on the motorways and help improve air quality.	<ul style="list-style-type: none"> <li>Liaise with HS2, TfGM and Network Rail to understand the benefits and implications for the borough</li> <li>Submit consultation responses as and when appropriate</li> <li>Support and influence the development of the designs for the route through the borough</li> <li>Support local communities and provide them with information and assistance as it becomes available</li> <li>Provide briefing notes / PR statements as and when needed</li> </ul>	<p><b>Internal:</b> Transport Strategy Team, Media &amp; Comms Member support</p> <p><b>External:</b> TfGM, Network Rail HS2 Ltd</p>
	4. Tram Train	Following the programme of electrification, the Atherton line through the borough will be the only remaining diesel line. Investigations are underway with a view to future electrification programmes or converting the services on this corridor to light rail options with some on-road links to key town centres.	<ul style="list-style-type: none"> <li>Liaise with TfGM and Network Rail to support the ongoing investigation</li> <li>Provide briefing notes / PR statements as and when needed</li> </ul>	<p><b>Internal:</b> Transport Strategy Team</p> <p><b>External:</b> TfGM, Network Rail</p>
	5. Wigan Transport Hub	Wigan Hub will be a high quality passenger transport interchange; integrating rail, bus and taxi services into one place, to provide an efficient and almost seamless journey experience of public transport. It will be supported by high quality infrastructure for arrival or onward travel by walking and cycling. As a local, regional and national gateway, it is a critically important part of connecting people to places and opportunities, to support and grow a strong economy for the whole Borough.	<ul style="list-style-type: none"> <li>Liaise with TfGM and Network Rail to support the ongoing investigation</li> <li>Develop delivery options and phasing mechanisms</li> <li>Identify funding opportunities including Future Transport Priorities</li> <li>Liaise with rail franchisees, should processes commence again</li> </ul>	<p><b>Internal:</b> Transport Strategy Team</p> <p><b>External:</b> TfGM, Network Rail</p>
	6. Existing rail station review and station travel plans	A review to better understand issues relating to access, facilities and connections to our existing rail stations.	<ul style="list-style-type: none"> <li>Liaise with TfGM and Network Rail to support the investigation</li> <li>Develop delivery options and funding mechanisms</li> <li>Provide briefing notes / PR statements as and when needed</li> </ul>	<p><b>Internal:</b> Transport Strategy Team</p> <p><b>External:</b> TfGM, Network Rail</p>
	7. New rail stations	Investigate the possibility of new rail stations in the borough to support areas of poor public transport connectivity, particularly Golborne, Lowton and the Leigh area and the Standish area.	<ul style="list-style-type: none"> <li>Liaise with TfGM and Network Rail to support investigations</li> <li>Develop delivery options and funding mechanisms</li> <li>Provide briefing notes / PR statements as and when needed</li> </ul>	<p><b>Internal:</b> Transport Strategy Team</p> <p><b>External:</b> TfGM, Network Rail</p>

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Public Transport	1. Smart ticketing	One component of the Local Sustainable Transport Project is the development of smart card technology, which is to be rolled out across rail, Metrolink and buses.	<ul style="list-style-type: none"> <li>Liaise with TfGM and provide support where necessary</li> </ul>	<p><b>Internal:</b> Transport Strategy Team</p> <p><b>External:</b> TfGM</p>
Bus	1. Bus Priority Package (Busway)	<p>The bus priority package is one of the largest investments in Greater Manchester's bus network in decades. The scheme will enable more people to enjoy faster, more punctual and more reliable bus services from a wider area across Greater Manchester, to and from Manchester and through the heart of the city centre.</p> <p>The proposals will improve bus travel between Leigh, Atherton, Tyldesley, Middleton and Parrs Wood and across Manchester city centre. Part of this improved bus route includes a 7km (4.5mile) guided busway between Leigh and Ellenbrook, which will significantly reduce journey times between Atherton, Leigh, Tyldesley and Manchester. The borough will also benefit from the busway services connecting directly with three of our town centres, namely: Atherton, Leigh and Tyldesley and Members will recall endorsing the highway improvements needed in a previous report to Cabinet in August 2012.</p>	<ul style="list-style-type: none"> <li>Liaise with TfGM project team with regards to the guided section of the route, procurement and delivery and co-ordinate support from internal teams within Council</li> <li>Provide project management and co-ordinate internal project team with regards to the on-highway improvements to connect Atherton, Leigh and Tyldesley town centres to the busway</li> <li>Provide advice and support for local communities, businesses and members in close proximity to the route</li> <li>Provide PR and engagement support for the Council and TfGM as and when needed</li> </ul>	<p><b>Internal:</b> Transport Strategy Team, Media &amp; Comms Project team</p> <p><b>External:</b> TfGM</p>
	2. Better interchange facilities	Our bus stations and stops on key corridors are not fully DDA compliant, they don't always provide the amenities required and as development is taking place we need to ensure that they are located in the right place. Interchange facilities need to encourage and facilitate passengers' requirements to help promote and encourage the use of public transport. This could include physical and information improvements.	<ul style="list-style-type: none"> <li>Review bus interchange facilities</li> <li>Identify prioritised list of improvements</li> <li>Develop delivery options and funding mechanisms</li> <li>Liaise with TfGM</li> </ul>	<p><b>Internal:</b> Transport Strategy Team</p> <p><b>External:</b> TfGM</p>
	3. Bus network improvements	Bus travel needs to be more competitive with car travel if we are to encourage more people to use it. While out of our immediate control, we need to work with TfGM and bus operators to continue to improve the quality of vehicles, tickets prices, and service routes. We also need to consider a prioritised list of bus priority measure to be implemented on corridors linking to key destinations of employment, education, health and leisure to help reduce levels of congestion and provide operators with routes that will help with punctuality and reliability targets.	<ul style="list-style-type: none"> <li>Investigate opportunities for genuine bus priority measures to be introduced on key corridors to provide benefits for commuters and to help relieve congestion</li> <li>Work with TfGM to better understand bus services to ensure they connect people to places they want to go</li> </ul>	<p><b>Internal:</b> Transport Strategy Team</p> <p><b>External:</b> TfGM Bus Operators</p>
	4. Travel information	We need a broader programme of travel initiatives, marketing and passenger information to promote a more positive image of bus travel and encourage people to travel on buses.	<ul style="list-style-type: none"> <li>Work with the Behavioural Change team, TfGM and bus operators to work collaboratively on promotional and information strategy and delivery programmes</li> <li>Develop delivery options and funding mechanisms</li> </ul>	<p><b>Internal:</b> Transport Strategy Team Behavioural Change team</p> <p><b>External:</b> TfGM, Bus Operators</p>
	5. BBAF - Wigan Town Centre	Deliver new bus infrastructure and information as part of the Better Bus Area Fund for Wigan Town Centre. This includes upgrading the town centre bus stop facilities and providing a new system for identifying which bus stops serves which services so that people know which stop to use and to remove barriers for bus travel associated with lack of convenience or information.	<ul style="list-style-type: none"> <li>To work with TfGM to upgrade the town centre bus stop infrastructure facilities</li> <li>To develop a programme of information and awareness so passengers know which stops are served by which bus services</li> </ul>	<p><b>Internal:</b> Transport Strategy Team Highway Design Team</p> <p><b>External:</b> TfGM</p>
	6. BBAF - CANGO	Deliver a new information portal as part of the Better Bus Area Fund for the CANGO area (Culcheth, Ashton, Newton-le-Willows and Golborne). Often seen as a 'black hole' the CANGO area falls between three different highway authorities and three different public transport authorities and is perceived to be neglected in terms of cross boundary bus service promotion and awareness.	<ul style="list-style-type: none"> <li>Work with TfGM, MerseyTravel, St Helens and Warrington to share information about cross boundary bus services</li> <li>To develop a new webpage / information tool to promote and encourage cross-boundary services between the districts</li> </ul>	<p><b>Internal:</b> Transport Strategy Team</p> <p><b>External:</b> TfGM, MerseyTravel Warrington, St Helens</p>

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<b>Bus</b>	7. Bus improvements to developments	Use planning powers to enable and encourage developers to fund bus services subsidies for a minimum period of 3 years in association with new developments to ensure residents have modal choice from the point of sale.	<ul style="list-style-type: none"> <li>To work with developers and DC colleagues to promote and secure S106 funding for public transport service improvements to serve the new development sites and provide bus service connections to amenities including places of employment, town centres, rail stations and health centres.</li> <li>To liaise with TfGM to seek advice and support for proposals</li> </ul>	<p><b>Internal:</b> Transport Strategy Team Development Control</p> <p><b>External:</b> Developers, TfGM</p>
	<b>Cycling</b>	1. Cycle Development Plan	This will replace the previous Cycling Strategy for the borough and will focus on four key areas: - Transport Strategy – provides the lobbying tool for investment and decisions - Standards / Guidance – provides advice to officers for improvements to design and development - Information / promotion – new web-based hub providing information about routes, training, safety advice and publicity materials for partners including Active Living, Health initiatives and leisure rides - Cycle Network– infrastructure improvements to provide quality, safe convenient cycling routes to key destinations (see below)	<ul style="list-style-type: none"> <li>Liaise with key partners regarding the Transport Strategy</li> <li>Develop new cycling guidance, standards and design practice to promote and raise awareness for internal teams</li> <li>Support the roll out of cycling information, awareness and publicity material to encourage more people to cycle for leisure or commuter journeys and promote a new culture of cycling</li> </ul>
2. Cycle network development		Prioritised improvements to cycling routes linking communities to employment / training, including road safety measures & traffic management.  Key projects / corridors include Pier to Pier, improvements on the canal towpaths, Bridleways / Cycletracks, NCN 55, Leigh Cycling Project, Wigan Cycling Project and CANGO cycling project.	<ul style="list-style-type: none"> <li>Review the existing cycling network to establish a regime for prioritised maintenance and improvements</li> <li>Identify new cycling corridors to connect communities to key employment, leisure, health and education destinations</li> <li>Develop a programme of prioritised projects and funding opportunities</li> <li>Liaise with key partners</li> </ul>	<p><b>Internal:</b> Transport Strategy Team</p> <p><b>External:</b> Various partners</p>
3. New cycle hub		Support the delivery of a cycle compound in Wigan and Leigh town centres in conjunction with the Local Sustainable Transport Fund Key Component Funding allocation	<ul style="list-style-type: none"> <li>Liaise with TfGM to understand whether initial phase will deliver cycle hub in Wigan town centre (support Wigan Hub) or Leigh town centre (support Busway)</li> <li>Provide support to TfGM with regards to design and delivery</li> <li>Provide information and awareness to support the new facility</li> </ul>	<p><b>Internal:</b> Transport Strategy Team</p> <p><b>External:</b> TfGM</p>
4. Leigh Cycling Project		Funded through LSTF programme, a number of sustainable travel improvements are to be introduced around Leigh town centre connecting to the Busway, Infirmary, Parsonage Retail Park and LSV.	<ul style="list-style-type: none"> <li>Liaise with TfGM project team with regards to the procurement and delivery and co-ordinate support from internal teams within Council</li> <li>Provide project management and co-ordinate internal project team with regards to design development and delivery</li> <li>Provide advice and support for local communities, businesses and members in close proximity to the route</li> <li>Provide PR and engagement support for the Council and TfGM as and when needed</li> </ul>	<p><b>Internal:</b> Transport Strategy Team Media &amp; Comms Project team</p> <p><b>External:</b> TfGM</p>
5. Cycle parking		Linked with the provision of Travel Plans for employment areas, we need to ensure cycle parking, storage and changing facilities are provided. Lack of facilities is a barrier to choosing to cycle to school, college or work and we need to work with education and business establishments to ensure they have the necessary information to encourage more cycling activities.	<ul style="list-style-type: none"> <li>Work with travel plan advisor and development control to ensure developers and employers have the latest guidance and information available with regards to cycling parking / storage provision.</li> </ul>	<p><b>Internal:</b> Transport Strategy Team Behavioural Change Team</p>

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<b>Cycling</b>	6. Training for cyclists & other road users	Work with partners to broaden the programme of cycle training to instil confidence and skills for a wider range of potential cyclists. This includes people of all ages and abilities. Promote health benefits of cycling and support the programme of health referrals which include more active travel in daily routines Driver awareness is also important and therefore we need to work with driving schools, bus operators and Distribution firms to develop programme of cyclist awareness for vehicular drivers.	<ul style="list-style-type: none"> <li>Support and promote the existing programme of cycle training</li> <li>Work with partners to develop a broader cycling programme, including referrals for health</li> <li>Work with Active Living team to support and promote their programme of cycling activities</li> <li>Work with TfGM's Cycling Team to request additional support and resources for target groups, projects and activities</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Behavioural Change Team WLCT – Active Living</p> <p><i>External:</i> TfGM, NHS</p>
	7. Information and Awareness	Raise the profile of cycling for leisure and commuter journeys. Provide information about routes, led rides, cycling groups and develop a virtual forum for discussion, questions and queries. This includes development of the Council's web pages.	<ul style="list-style-type: none"> <li>Raise the profile of TfGM's cycling web pages (Better By-cycle) and ensure links to our own cycling pages on web</li> <li>Support roll out of information from partners with regards to cycling activities, programmes, routes and training</li> <li>Develop virtual cycle forum for discussion, route awareness, information and queries</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Behavioural Change Team WLCT – Active Living</p> <p><i>External:</i> Various partners</p>
	8. New cycle routes in developments	Use planning powers to enable and encourage cycle route provision within / around new development to link to local amenities, including places of employment, town centres, rail stations and health centres.  Also need to ensure developers have considered and include suitable locations for cycle parking provisions	<ul style="list-style-type: none"> <li>To work with developers and DC colleagues to promote and secure S106 funding cycle route improvements and cycle parking areas to serve the new development sites and provide cycling connections to amenities including places of employment, town centres, rail stations and health centres.</li> <li>To liaise with Travel Plan officer to seek advice and support for proposals</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Development Control Travel Plan Advisor</p>
<b>Walking</b>	1. Public Rights of Way Implementation Plan (RoWIP)	The Rights of Way Improvement Plan (ROWIP) sets out improvements for improving access for all people on public footpaths and bridleways across the borough.	<ul style="list-style-type: none"> <li>Work closely with user groups and Local Access Forum to develop the RoWIP</li> <li>Prioritise routes for maintenance, investment and improvement</li> <li>Develop a programme of prioritised projects and funding opportunities</li> </ul>	<p><i>Internal:</i> Transport Strategy Team</p> <p><i>External:</i> Various partners, LAF</p>
	2. Walking network development	Prioritised walking route development and improvement to: - enhance walking links to public transport, parking areas and key destinations. - link communities to employment, education/ training, health, leisure and shopping; and - ensure walking routes are safe and well lit	<ul style="list-style-type: none"> <li>Identify local links which need improvement to provide convenient walking links for communities to access local facilities on foot</li> <li>Develop a programme of prioritised routes and funding opportunities</li> </ul>	<p><i>Internal:</i> Transport Strategy Team</p>
	3. Ensure routes are accessible	Routes need to be hazard free, to reduce slip trip and fall claims against the council.  We need to ensure routes are barrier free, well lit and accessible for all users including ramps, seating, waiting shelters in suitable locations along the route	<ul style="list-style-type: none"> <li>Prioritise walking routes on adopted highway for maintenance, investment and improvements</li> <li>Prioritise walking routes on the PRow network or across Council open space for maintenance, investment and improvement</li> <li>Develop a programme of prioritised routes and funding opportunities</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Asset Management Team</p>

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Walking	4. Market and incentivise walking	Develop / broaden programmes to promote and encourage more walking. Work with partners to broaden the programme of walking / running training to instil confidence and route awareness. This includes people of all ages and abilities. Promote health benefits of walking and support the programme of health referrals which include more active travel in daily routines	<ul style="list-style-type: none"> <li>Support and promote the existing programme of walking / running courses</li> <li>Work with partners to develop a broader walking programme, including referrals for health</li> <li>Work with Active Living team to support and promote their programme of walking / running activities</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Behavioural Change Team WLCT – Active Living</p> <p><i>External:</i> NHS, Ramblers, Walking Groups</p>
	5. Walking routes in new developments	Use planning powers to enable and encourage walking routes and short cuts are provided to connect new developments to existing communities and local amenities, including places of employment, town centres, rail stations and health centres.	<ul style="list-style-type: none"> <li>To work with developers and DC colleagues to promote and secure S106 funding walking route improvements to serve the new development sites and provide walking connections to local amenities</li> <li>To liaise with Travel Plan officer to seek advice and support for proposals</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Development Control Travel Plan Advisor</p>
Parking	1. Town Centre Parking Reviews	The Council has a number of car parks situated throughout the Borough, however the demand on our town centre car park locations continues to grow. In alignment with the Council's accommodation review, staff parking provision needs to be reviewed to ensure a consistent approach is applied and the impact on visitors to our town centres is minimised. We need to address the balance of all day commuter parking and facilities for shoppers and visitors using local amenities.	<ul style="list-style-type: none"> <li>Support accommodation review and identify car parking options to facilitate staff movements into town centre locations</li> <li>Review car park performance and establish a new evidence base for assessment and monitoring, including income generation</li> <li>Establish a hierarchal approach within town centres to support short stay parking (for visitors and shoppers) and balance demand for commuter parking</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Traffic Management Team</p>
	2. Electric vehicle charging points	A DfT initiative to improve the infrastructure for electric vehicles (EV's), with the hope that this will act as a catalyst for improved take up of electric vehicles. Greater Manchester's bid to OLEV was successful, and a grant has been awarded to be utilised by the end of March 2013. The Council are supporting this initiative and are seeking charging points in Wigan and Leigh town centre car parks. The purpose of the scheme is to reduce carbon emissions from road transport and importantly to contribute to GM's economic development.	<ul style="list-style-type: none"> <li>Support the programme of works in association with AGMA</li> <li>Provide advice on suitable locations</li> <li>Liaise with internal departments (Traffic, Legal) with regards to components of the programme</li> <li>Provide briefing notes, PR and engagement support for the Council and AGMA as and when needed</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Traffic Management Team Legal Services</p> <p><i>External:</i> AGMA</p>
	3. Cycle and motorcycle parking	While encouraging more sustainable modes of travel, we need to work closely with travel plan development to secure more cycle and motorcycle parking locations. This is required at a number of key destinations including places of employment, town centres, rail stations and health centres.	<ul style="list-style-type: none"> <li>Identify locations where existing cycle / motorcycle parking is provided</li> <li>Identify locations where cycle / motorcycle parking is needed</li> <li>Develop a programme of prioritised projects and funding opportunities</li> <li>To liaise with Travel Plan officer to seek advice and support for proposals</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Traffic Management Team Behavioural Change Team</p>
	4. Park & Ride	Further work is needed to provide better interchange facilities for commuter journeys, especially in our town centres and for key places of employment, where routes to / from these areas frequently experience congestion in the morning and evening peak periods. Park and Ride facilities can provide a useful way for reducing the amount of journeys wishing to enter an area	<ul style="list-style-type: none"> <li>Understand travel to work patterns in conjunction with Census 2011 data release</li> <li>Understand cross boundary trip patterns</li> <li>Assess and identify the demand for P&amp;R together with potential sites to take the pressure off strategic corridors</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Traffic Management Team Property &amp; Estates</p>
	5. New secure HGV parking sites	With Wigan having high levels of lorry crime and supporting freight movements within the borough, it has been identified that there may be an opportunity for the borough to provide secure lorry parking facilities.	<ul style="list-style-type: none"> <li>Understand the levels of demand for such a facility</li> <li>Identify potential locations linked with future rail freight opportunities</li> </ul>	<p><i>Internal:</i> Transport Strategy Team</p>

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<b>Freight</b>	1. GM freight strategy	The economy can only function with the support of effective freight transport and logistics, which will be vital to underpin AGMA's agenda for new employment and higher productivity. Our aim is to improve efficiency and reliability of the freight network thus supporting economic growth whilst having a positive impact on a number of health and environmental factors. The strategy needs to consider the wider implications of freight on network management, rail, road safety, air quality and low carbon.	<ul style="list-style-type: none"> <li>Support TfGM to develop a new strategy</li> <li>Work with partners and Freight Quality Partnership</li> <li>Provide PR and engagement support for the Council and TfGM as and when needed</li> </ul>	<i>Internal:</i> Transport Strategy Team
	2. Rail / water freight opportunities	Operators / distributors need fast reliable routes for the delivery and provision of goods, however rail freight is being explored as a more viable option in comparison to road haulage. With our connections on the West Coast Main Line and with our canal infrastructure there may be more freight opportunities to offer businesses which need exploring in more detail	<ul style="list-style-type: none"> <li>Understand opportunities / potential for rail freight</li> <li>Understand opportunities /limitations of water freight</li> </ul>	<i>Internal:</i> Transport Strategy Team
	3. Connections to Atlantic Gateway, Port Salford, and Parkside	The Port Salford freight terminal will benefit from berths on the Manchester Ship Canal, enabling ships of 500 teu (twenty foot equivalent unit) capacity to load and discharge at the site, making it the only inland waterway- served distribution park in the UK. Liverpool SuperPort aspirations will also aid development of the ship canal. Within the St Helens Local Plan, there are also proposals for a Rail Freight Terminal at the Parkside development. Wigan is centrally located to take advantage of each of these freight developments and this needs further investigation	<ul style="list-style-type: none"> <li>Understand the benefits / issues associated with each of the development opportunities</li> <li>Work with neighbouring districts / partners to understand timescales for progression</li> <li>Liaise with partners / businesses to understand their interest in these opportunities and how the borough can benefit</li> </ul>	<i>Internal:</i> Transport Strategy Team Economic Regeneration  <i>External:</i> TfGM, Business, FQP
	4. Freight Map and Loading Review	Due to the changing nature of the road network across the borough and the demands placed on it from all modes of travel, we need to ensure that necessary freight routes are clearly signed from the strategic network and preferred routes are capable of supporting the required HGV movements. Some of the boroughs primary route network support residential frontages and therefore there are areas of on-street parking which conflict with the current volumes of traffic and generate localised congestion.	<ul style="list-style-type: none"> <li>Review current freight routes and signage</li> <li>Review parking / loading restriction on all primary routes</li> <li>Understand travel patterns and demands on the network</li> <li>Update freight route map and ensure signage is correct to key destinations</li> <li>Review loading restrictions to provide more flexibility for loading and to reduce localised congestion</li> </ul>	<i>Internal:</i> Transport Strategy Team Traffic Management Team
<b>Congestion</b>	1. STRAP (Strategic Route Assessment Plan)	<p>The Strategic Transport Route Assessment Plan (or STRAP) attempts to identify the causes of congestion and proposes interventions that aim to improve the network performance. 31 routes were identified with the 24 hour Annual Average Weekday Traffic (AAWT) flows of 10,000 vehicles or greater.</p> <p>Through the research, evidence reviews and consultation undertaken to support the development of this strategy, it is clear and apparent that congestion will not disappear. Urban traffic congestion tends to maintain itself in equilibrium, based on personal thresholds linked to the value of time and convenience.</p> <p>STRAP is about aiding network flow by intervening in key hotspots, mainly junctions. However, we need to get more cars off the road network and that involves a significant modal shift and new approaches to transport options.</p>	<ul style="list-style-type: none"> <li>Update STRAP with new evidence and data sets</li> <li>Review evidence to better understand congestion – where, when and why it happens</li> <li>Support roll out of small scale solutions for local congestion relief</li> <li>Support longer term project development for significant capacity and new infrastructure improvements</li> </ul>	<i>Internal:</i> Transport Strategy Team Traffic Management Team
	2. Sustainable travel	The quality of travel alternatives has a significant effect on reducing congestion. If alternatives are inferior, few motorists will shift mode. If travel alternatives are attractive (relative to the congestion thresholds of driving), motorists are more likely to shift modes. We also need to adjust our transport planning over time to think less about physical movements and more about people's ability to reach services and destinations	<ul style="list-style-type: none"> <li>Promote sustainable travel options to relieve local congestion hotspots</li> <li>Work with bus and rail operators to incentivise PT choices</li> <li>Work with TfGM to influence sustainable travel modes, routes and services across the borough</li> <li>Support and promote active travel activities run by health and leisure</li> </ul>	<i>Internal:</i> Transport Strategy Team Behavioural Change Team  <i>External:</i> WLCT, Active Living, NHS TfGM, Operators

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Mode	Project	Description	Activities	Resources
<b>Congestion</b>	3. Pre-planning discussions with developers	Discussions are welcomed with applicants or agents before an application is made, as this encourages higher quality applications. Officers are available to provide general information and advice about existing transport issues and can discuss the requirements for a Transport Assessment. These discussions are useful to review the evidence available and exploring potential mitigation measures to minimise the impact of additional traffic on the network, including junction capacity issues and sustainable travel options which can then be embedded within the planning application process.	<ul style="list-style-type: none"> <li>Engage with developers at the pre-planning stage to balance the impact on the wider transport network and promote sustainable travel options</li> <li>Continually review transport evidence to ensure the latest information is available at discussions</li> <li>Liaise with TfGM and other partners to seek advice and co-ordinate responses</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Development Control</p> <p><i>External:</i> TfGM, Developers</p>
	4. Evidence review	It is very important to ensure that we continually review the evidence available and ensure that we are robust in our approach. We need to better understand the impact of congestion problems on the borough, but especially to support economic growth.	<ul style="list-style-type: none"> <li>Review Census 2011 data sets when available</li> <li>Work with TfGM Highways Forecasting and Analysis Services (HFAS) to explore transport data</li> <li>Work with the Highways Agency to better understand congestion related concerns on the motorway network</li> </ul>	<p><i>Internal:</i> Transport Strategy Team</p> <p><i>External:</i> TfGM (HFAS), HA</p>
<b>Transport Infrastructure</b>	1. Motorway connections	The borough benefits from direct connections to the M6 and M58 on its western boundary. It is also closely connected to the M61 to the east and the M62 to the south. The road network in the borough is based largely on the 19th century network with single carriageways, 30 mph speed limits and relatively few new routes or significant widening schemes. Along key routes and at certain key locations congestion is a problem at peak times. These relatively poor internal links restricts the ability to capitalise on the external connections. Equally borough residents do not fully take advantage of the employment opportunities outside of the borough because of the poor connections to the motorways.	<ul style="list-style-type: none"> <li>Work with the Highways Agency to better understand congestion related concerns on the motorway network</li> <li>Explore opportunities to improve connections from the borough to M6 J26 / M58</li> <li>Explore opportunities to improve M6 J25</li> <li>Support HA with their Pinch Point programme, including Managed Motorways</li> <li>Support HA with their forward programming and future programmes of work</li> </ul>	<p><i>Internal:</i> Transport Strategy Team</p> <p><i>External:</i> TfGM (HFAS), HA</p>
	2. A49 Diversion through Westwood Park	One of the Council's future transport infrastructure priorities to introduce a new dual carriageway link road from the A49 through Westwood Park to the heart of the town centre, significantly supporting economic growth and development	<ul style="list-style-type: none"> <li>Work with TfGM to develop a business case for the A49 Link Road in support of the Future Transport Priorities programme (funding 2015-2019)</li> <li>Review current planning application</li> <li>Develop procurement options</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Major Projects Board</p> <p><i>External:</i> TfGM</p>
	3. Marus Bridge Junction	In order to boost the economic performance and profile of the borough, there is a need to bring forward a range of new employment sites of the right quality in terms of location, accommodation provision and supporting infrastructure, to attract, maintain and grow businesses, particularly within the M6 Corridor and other key employment locations at Westwood Park and Pemberton Park. The A49 junction improvements will provide a more direct and accessible route from the M6 motorway (J25) through to Wigan Town Centre. The proposals will help to relieve local congestion at two key junctions along the route and facilitate opportunities to open up two development sites.	<ul style="list-style-type: none"> <li>Submit an application for DfT Local Pinch Point funding</li> <li>If successful, deliver scheme</li> <li>If unsuccessful, identify other funding opportunities to deliver this project</li> <li>Work with developers to deliver projects</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Major Projects Board</p> <p><i>External:</i> TfGM, Developer</p>
	4. Amberswood Link	The A577 corridor from Hindley Green to Wigan town centre consistently experiences traffic congestion during the weekday morning and evening peak periods particularly on the approaches to Hindley crossroads. Amberswood Link Road is needed in order to provide Hindley crossroads with relief of traffic congestion and to support wider strategic aims by the Council, with respect to delivering new transport infrastructure and development within the 'east-west core' of the borough.	<ul style="list-style-type: none"> <li>Develop a business case for this scheme</li> <li>Identify funding opportunities to deliver this project</li> <li>Review planning application process</li> <li>Explore environmental implications</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Major Projects Board</p>

Five Year Action Plan: 2011 - 2016

Mode	Project	Description	Activities	Resources
<b>Transport Infrastructure</b>	5. Infrastructure to support Local Plan	<p>Transport assessment work has been undertaken to support the development of the proposed Local Plan Core Strategy.</p> <p>A baseline transport evidence base has been produced which covers the whole borough and looks at journey times, congestion hotspots, public transport service provisions, socio-economic data (such as car ownership levels, journey to work data etc) and sustainable travel infrastructure to provide an understanding of the current accessibility levels.</p> <p>This has been analysed and assessed to ensure the impact of both an individual site and the cumulative impact of sites within a broad location is minimised and identifies a clear forward strategy to ensure the delivery of infrastructure and mitigation measures will support the development of forthcoming sites.</p> <p>This includes infrastructure projects such as: South of Hindley Link, East of Atherton Link, and Landgate Link.</p>	<ul style="list-style-type: none"> <li>• Work with developers at pre-application stage to ensure dialogue about potential impacts is understood at an early stage</li> <li>• Work with developers to explore infrastructure requirements to minimise the impact of additional traffic on the network</li> <li>• Ensure infrastructure proposals include for all modes of travel, especially sustainable modes to minimise future congestion concerns</li> <li>• Support funding / delivery opportunities to accelerate / motivate development sites</li> <li>• Liaise with partners to ensure transport proposals are realistic and deliverable</li> </ul>	<p><i>Internal:</i> Transport Strategy Team Development Control</p> <p><i>External</i> TfGM, Developer</p>

15 Year Action Plan: 2011 - 2026

Mode	Action	Objectives				Responsibility	Funding		Timescale			Measure
		Sustainable Transport	Equitable Access	Diverse / Adaptable for choice	Attractive Modal Shift		Source	Approved	Short term 2011-2016	Medium term 2017-2021	Long term 2022-2026	
Trains	1. Support the delivery of the "Northern Hub"	✓	✓	✓	✓	Wigan Council, TfGM, Network	DfT	Yes - July 2012	✓	✓	✓	Project completion 2019
	2. Support electrification of "Lancashire Triangle"	✓	✓	✓	✓	Wigan Council, TfGM, Network Rail	DfT	Yes	✓			Project completion 2016
	3. Support wider roll out of electrification across the rail network in the borough	✓	✓	✓	✓	Wigan Council, TfGM, Network Rail	DfT	tbc		✓		Project completion
	4. Investigate rail opportunities from High Speed Rail	✓	✓	✓	✓	Wigan Council, TfGM, Network Rail,	Internal resources	Yes	✓	✓	✓	DfT Consultation - Oct 2012
	5. Investigate opportunities for Tram Train	✓	✓	✓	✓	Wigan Council, TfGM,	Internal resources	Yes	✓	✓	✓	Feed into GM Tram Train Study
	6. Develop "Wigan Transport Hub"	✓	✓	✓	✓	Wigan Council, TOCs TfGM, Network Rail	tbc	tbc		✓		Project completion
	7. Influence franchise renewals: <ul style="list-style-type: none"> <li>West Coast Main Line</li> <li>Northern Rail</li> <li>TransPennine Express</li> </ul>	✓	✓	✓	✓	Wigan Council, TfGM, TOCs	Internal resources	Yes	✓			Franchise award
	8. Develop rail station travel plans	✓	✓	✓	✓	Wigan Council, TOCs TfGM, Network Rail	Internal resources	Yes	✓			11 stations completed
	9. Review existing rail stations for improvement and enhancement	✓	✓	✓	✓	Wigan Council, TOCs TfGM, Network Rail	Internal resources	Yes	✓			11 stations completed
	10. Investigate the potential for new stations	✓	✓	✓	✓	Wigan Council, TfGM, Network Rail	Internal resources	Yes	✓			Feed into rail strategy
	11. Develop "Park+Ride" at all rail stations	✓	✓	✓	✓	Wigan Council, TOCs TfGM, Network Rail	Internal resources	Yes	✓			11 stations completed
	12. Support "Smart" ticketing	✓	✓	✓	✓	Wigan Council, TfGM	GMTF, LSTF	tbc	✓	✓		Project completion
Buses	1. Support delivery of the Bus Priority Package (Busway)	✓	✓	✓	✓	Wigan Council, TfGM	GMTF	Yes	✓			Operational by 2015
	2. Investigate and develop better interchange facilities	✓	✓	✓	✓	Wigan Council, TfGM	GMTF, developer contributions	tbc	✓	✓	✓	Project completion
	3. Develop a prioritised list of network improvements that give genuine priority to buses	✓	✓	✓	✓	Wigan Council, TfGM	BBAF	Yes	✓			Project completion
	4. Support "Smart" ticketing	✓	✓	✓	✓	Wigan Council, TfGM	GMTF, LSTF	tbc	✓	✓		Project completion
	5. A broader programme of travel initiatives, marketing and passenger information	✓	✓	✓	✓	Wigan Council	tbc	tbc	✓	✓		Service punctuality and reliability
	6. Deliver new bus infrastructure and information as part of the Better Bus Area Fund for Wigan Town Centre and the CANGO area	✓	✓	✓	✓	Wigan Council, TfGM	Internal resources	Yes	✓	✓	✓	Improved services and passenger feedback

15 Year Action Plan: 2011 - 2026

Mode	Action	Objectives				Responsibility	Funding		Timescale			Measure
		Sustainable Transport	Equitable Access	Diverse / Adaptable for choice	Attractive Modal Shift		Source	Approved	Short term 2011-2016	Medium term 2017-2021	Long term 2022-2026	
Cycling	1. Develop a new Cycle Development Plan	✓	✓	✓	✓	Wigan Council	Internal resources	Yes	✓			Project completion
	2. Prioritised improvements to cycling network	✓	✓	✓	✓	Wigan Council	tbc	tbc	✓	✓	✓	Cycling numbers Accident rates
	3. Support the delivery of a cycle compound in Wigan & Leigh town centres	✓	✓	✓	✓	TfGM	LSFT (key component)	Yes	✓	✓		Scheme completion
	4. Improve cycle parking facilities	✓	✓	✓	✓	Wigan Council, TfGM	LSTF	tbc	✓	✓		Cycling levels
	5. Use planning powers to enhance cycle route provision including cycle parking	✓	✓	✓	✓	Wigan Council	Internal resources	Yes	✓	✓	✓	Project completion
	6. Develop Pier to Pier (NCN562) cycling corridor	✓	✓	✓	✓	Wigan Council, Lancashire County Council, Sefton Council	tbc	tbc	✓			Scheme completion
	7. Develop NCN55 cycling corridor	✓	✓	✓	✓	Wigan Council, Sustrans, Canal & River Trust	tbc	tbc	✓	✓		Scheme completion
	8. Leigh Cycling Project	✓	✓	✓	✓	Wigan Council	LSFT	tbc	✓			Scheme completion
	9. Wigan Cycling Project	✓	✓	✓	✓	Wigan Council	tbc	tbc	✓	✓		Scheme completion
	10. CANGO Cycling Project	✓	✓	✓	✓	Wigan Council	tbc	tbc	✓	✓		Scheme completion
	11. Develop / broaden programmes of training for cyclists & other road users	✓	✓	✓	✓	Wigan Council, TfGM	LSTF	tbc	✓	✓	✓	Accident rate
Walking	1. Revise the Public Rights of Way Implementation Plan (RoWIP)	✓	✓	✓	✓	Wigan Council	Internal resources	Yes	✓			Project completion
	2. Use planning powers to enable and encourage route provision within and around new development	✓	✓	✓	✓	Wigan Council	tbc	tbc	✓	✓	✓	Walking levels
	3. Prioritised improvements to walking network	✓	✓	✓	✓	Wigan Council	tbc	tbc	✓			Walking levels
	4. Prioritised maintenance improvements on footways / footpaths, including removal of obstructions	✓	✓	✓	✓	Wigan Council	Highway / PRoW allocations	tbc	✓	✓	✓	Reduced number of claims and complaints Walking levels
	5. Market and incentivise more walking	✓	✓	✓	✓	Wigan Council	tbc	tbc	✓	✓	✓	Walking levels
	6. Enhance walking links to public transport, parking areas and key destinations	✓	✓	✓	✓	Wigan Council	tbc	tbc	✓	✓	✓	Walking levels
	7. Support pedestrianisation and enhanced public realm areas to make walking trips more attractive	✓	✓	✓	✓	Wigan Council	tbc	tbc	✓	✓	✓	Walking levels
Parking	1. Develop parking opportunities in town centres		✓	✓		Wigan Council	Internal resources	Yes	✓			Project completion
	2. Investigate opportunities for "Park+Ride"		✓	✓		Wigan Council, TfGM, Network Rail, TOCs, HA	Internal resources	Yes	✓			Project completion
	3. Improve cycle & motorcycle parking facilities	✓	✓	✓	✓	Wigan Council	Internal resources	Yes	✓	✓	✓	Project completion
	4. Explore opportunities for electric charging points	✓	✓	✓	✓	Wigan Council	Internal resources	Yes	✓	✓		Project completion

## 15 Year Action Plan: 2011 - 2026

Mode	Action	Objectives				Responsibility	Funding		Timescale			Measure
		Sustainable Transport	Equitable Access	Diverse / Adaptable for choice	Attractive Modal Shift		Source	Approved	Short term 2011-2016	Medium term 2017-2021	Long term 2022-2026	
Parking	5. Review staff parking policy for Wigan Council		✓	✓		Wigan Council	Internal resources	Yes	✓			Project completion
	6. Review & develop parking facilities for lorries			✓	✓	Wigan Council, FQP	tbc	tbc	✓	✓	✓	Project completion
	7. Work with developers & major employers on sustainable travel plans	✓	✓	✓	✓	Wigan Council	Internal resources	Yes	✓	✓	✓	Sustainable transport choices delivered
Freight	1. Support the development of a GM freight strategy	✓	✓	✓	✓	Wigan Council	Internal resources	Yes	✓			Project Completion
	2. Investigate rail freight opportunities for Borough & identify potential sites for future facilities	✓	✓	✓	✓	Wigan Council, TfGM, Network Rail	Internal resources	Yes	✓			Project Completion
	3. Explore benefits associated with Parkside, Atlantic Gateway, & Port Salford proposals		✓	✓		Wigan Council	Internal resources	Yes	✓	✓	✓	Project Completion
	4. Review & map freight routes to key destinations, with clear directional signing	✓	✓			Wigan Council, FQP	Internal resources	Yes	✓			Project Completion
	5. Investigate HGV priority measures	✓	✓			Wigan Council, TfGM	Internal resources	Yes		✓		Project Completion
	6. Review loading restrictions to improve kerbside availability & reduce congestion	✓	✓			Wigan Council	Internal resources	Yes	✓			Project Completion
	7. Review planning conditions on noise to improve flexibility in delivery hours	✓				Wigan Council	Internal resources	Yes	✓	✓		Level of complaint
	8. Investigate feasibility of water freight	✓	✓	✓	✓	Wigan Council, Canal & River Trust	Internal resources	Yes	✓			Project Completion
Congestion	1. Update STRAP and support roll out of small scale solutions for local congestion relief	✓				Wigan Council	Internal resources	Yes	✓			Project Completion
	2. Promote sustainable travel options to relieve local congestion hotspots	✓	✓	✓	✓	Wigan Council	Internal resources	Yes	✓	✓	✓	Sustainable transport mode split
	3. Engage with developers at the preplanning stage to balance the impact on the wider transport network and promote sustainable travel options	✓	✓	✓	✓	Wigan Council	Internal resources	Yes	✓	✓	✓	Project Completion
	4. Review the evidence to understand the impact congestion problems	✓	✓	✓	✓	Wigan Council	Internal resources	Yes	✓	✓	✓	Project Completion

15 Year Action Plan: 2011 - 2026

Mode	Action	Objectives				Responsibility	Funding		Timescale			Measure
		Sustainable Transport	Equitable Access	Diverse / Adaptable for choice	Attractive Modal Shift		Source	Approved	Short term 2011-2016	Medium term 2017-2021	Long term 2022-2026	
Transport Infrastructure & Development	Work with key public & private stakeholders to support the delivery and secure the implementation of: <ol style="list-style-type: none"> <li>1. Busway</li> <li>2. Wigan Transport Hub</li> <li>3. Cycle corridors</li> <li>4. Motorway connections</li> <li>5. A49 Diversion through Westwood Park</li> <li>6. Saddle Link Road</li> <li>7. Amberswood Link</li> <li>8. South of Hindley Link</li> <li>9. East of Atherton Link</li> <li>10. Landgate Link</li> </ol>	✓	✓	✓	✓	Wigan Council, TfGM, Bus and Rail operators, developers, Highways Agency	GMTF Tbc LSTF Developer funding Prudential borrowing Successful bid applications		✓	✓	✓	Project Completion