

Greater Manchester TIF Congestion Charging Scheme: List of Transport Schemes / Initiatives for Cheshire

APPENDIX 1

Fares	
Public Transport Fares, Ticketing and Information Schemes:	Cross boundary issues on rail and bus fares into Manchester. The cross boundary cost inequality of rail fares is a particular issue between Greater Manchester and Cheshire. TIF proposal should consider extending their “integrated and smart ticketing” proposals (ie on bus, rail and metro) to the Cheshire areas affected.
Road Schemes	
Manchester Airport Eastern Link Road (West)/ Stockport Bypass	SEMMMS Scheme proposal to link the M56 Manchester Airport Spur to the A6. Detailed preparation and design work has been completed. Relieves road corridors around the periphery of the congestion charging zone which are likely to be affected by traffic re-assigning.
Bus Schemes	
C-NET Services	<p>C-NET is a proposed network of high quality, high speed, coach standard express services developed as part of the multi modal studies for M6 and South East Manchester. The following potential express routes have been identified through these studies:</p> <ul style="list-style-type: none"> • Chester to Manchester (via Park and Ride and Airport) • Stoke to Manchester (via Congleton and Airport) • Crewe to Manchester (via M6 Park and Ride and Airport)
QBS Services	<p>Quality Bus Schemes (QBS) to provide improvements to bus infrastructure and higher levels of service (ie frequency and reliability) on the following routes:</p> <ul style="list-style-type: none"> • Service 130 (Macclesfield – Wilmslow – Manchester) currently half-hourly * • Service 191 (Middlewood – Poynton – Stockport – Manchester) currently hourly * • Service 199 (Buxton – Disley – Stockport – Manchester Airport) currently half hourly * • Service 392/3 (Macclesfield – Adlington/Bollington – Poynton – Stockport) currently 2 hourly • Transpeak Service (Nottingham – Derby – Buxton – Disley – Manchester) currently 2 hourly <p>Propose an increase in frequency of up to 3 journeys per hour on busiest routes.</p>
Congestion Reducing Measures	Introduce appropriate highway measures to reduce congestion on the radial routes. Also benefits buses from Cheshire into Manchester to ensure efficient and viable operation of existing bus services and QBS and C-NET proposals *
Rail Schemes	
Passenger Improvements	<p>To improve the quality of passenger facilities and services on the rail lines serving Manchester. To include improved passenger waiting facilities, additional CCTV, improved parking facilities and security, Customer Information and Public Announcement Systems on the following rail lines:</p> <ul style="list-style-type: none"> • Mid Cheshire Line (Chester to Manchester via Northwich and Altrincham)

Passenger Improvements (continued)	<ul style="list-style-type: none"> • North Cheshire Line (N Wales to Manchester via Warrington) • Crewe to Manchester Line (via Handforth and Airport) • East Cheshire Line (via Congleton, Macclesfield and Poynton) • Hope Valley Line (via Disley) • North Staffs Line (Stoke to Crewe via Alsager)
Station Schemes (and P&R)	Increase capacity at station car parks and platforms where required to cope with potential increase in demand. Stations to be considered include Helsby, Frodsham, Northwich (£1.5m required for access improvements), Lostock Gralam, Knutsford, Disley, Congleton, Macclesfield, Alderley Edge, Nantwich Station (access issues identified by Nantwich Now Group), Wilmslow Rail Station (to provide safe cycling links for Manchester students), Poynton, Holmes Chapel, Sandbach, Handforth. A prioritised programme to be developed in partnership with the Train Operating Companies, Passenger Focus, Rail User Groups and Network Rail.
December 2008 Timetable	From December 2008 Cheshire will have reduced level of service from some Cheshire Rail Stations to Manchester and the Airport. For example, at peak times journeys from Chester to Manchester on the Mid Cheshire Line will terminate at Stockport. This is due to pathing constraints brought about by the Department for Transport's High Level Output Statement which will increase the frequency and speed of services to London. This service reduction needs to be redressed as part of any proposals to improve rail connectivity to Manchester.

TIF TRANSPORT PROPOSALS FOR CHESHIRE REQUIRING SCHEME DEVELOPMENT FUNDING	
Manchester Rail Hub Study (and Capacity Issues):	Northern Way / Manchester Hub Phase 1 Study: Need to ensure that capacity issues for train paths into Manchester on all Cheshire lines and services are included in the scope of the study. Potential increase in demand if TIF proposals proceed. Overcrowding on trains at peak times. Phase 1 of a major study only recently underway.
Local Rail Study:	A local rail study is required that looks into local and sub regional commuting rail network for Cheshire which will include the outcome of the Northern Way / Manchester Hub Study. This study should consider the potential for the following: <ul style="list-style-type: none"> • Improved connectivity and service levels (higher frequency / faster journey times) on all rail lines into Manchester • Tram-Train networks for the Cheshire Sub Region as a local alternative to heavy rail • Middlewich Branch Line Re-instatement (for passenger services between Crewe and Manchester) • Consider the benefits of implementing the Western Rail Link to Manchester Airport in terms of rail connectivity
A5 Corridor	Corridor route study required to address radial congestion on routes to Manchester.
TIF Monitoring Scheme	Funding for TIF impact studies, performance measuring and monitoring on Cheshire's networks.