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Mr Roy Newton
GMPTE
9 Portland Street
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MANCHESTER
M60 1HX

Dear Mr Newton,

I am writing in response to GMPTE's consultation on the second Greater Manchester Local Transport Plan (LTP2). The Longsight Transport Project is working to improve transport in the area and to empower people in the locality to be involved in the transport planning process. This letter therefore contains comments on transport services in the area and on the way that the consultation for the Local Transport Plan has been consulted upon.

I feel that I need to raise some issues regarding the way that the consultation has been carried out. I received news of your letter dated 2nd September through a colleague at the North West Friends of the Earth office and phoned GMPTE to request that my organisation be put on the consultation list. Having been assured that this would be done and that I would receive a special issue of Transport Matters through the post, I waited for this publication to arrive. Having waited until past the date I was told it would arrive, I eventually had to ask in Longsight Library for one. They did not have any, so I went to the GMPTE offices in Portland Street who eventually directed me to the new customer centre in Piccadilly Gardens. To your credit, there was a good supply there, but I am disappointed that neither I nor Longsight Library appear to have received them from you. I put 50 copies in Longsight Library myself as I was keen that people should be aware of this opportunity.

Two weeks before the deadline that I was given (25th November) I sent an email out to Ardwick, Levenshulme and Longsight Community Network (ALL Network) members to make them aware of this opportunity and invite them to give me comments. Several took the time to write to me with detailed points, which I will come to later in the letter. Unfortunately the Internet link that I forwarded to them was problematic. The pdf of the transport matters booklet is expensive to print out and there was no interactive way filling in the questionnaire online, i.e. tick boxes on the screen. Furthermore, the more general comments form (<http://www.gmltp.co.uk/particHaveYourSay.asp>) was malfunctioning (reporting an error once someone had taken the effort to type in their comments). I reported this but the person I spoke to on the phone basically told me that the problem had been known about for over a week and they were still trying to correct it. It is very unfortunate that this occurred so close to the deadline for comments. Although they

gave me an email address to send my comments to, it is a shame that one has to phone in during office hours to find this out – surely against the spirit of online consultation. I cannot judge how much the ‘man or woman on the street’ was aware of this consultation but my feeling was that I knew about it only because I work in the transport policy field.

I now turn to the comments received from residents. I should say firstly, that the Longsight Transport Project has welcomed much of the recent work of GMPTE, particularly its receptivity to our work on trying to get improvements to the 53 bus and encourage in the consultation work that we did in the Longsight community in 2002-03. By the nature of the LTP2 consultation, the comments that follow are generally critical of the current state of transport. They show that there is still much to be done in Longsight. I ask that you please consider the issues below in the Local Transport Plan and/or forward them to the relevant agencies who can deal with them.

The comments received mention the central shopping area in Longsight. There is a feeling that, despite the ‘environmental improvements’ to this area, the environment along the A6 in between Dickenson Road and Birch Lane and further down to East Road remains a hostile one for pedestrians despite the potential for this to be an area of community interaction. The primary reason for this is the level of traffic going through and the fact that, the case of the Dickenson Road–Birch Lane segment, the pedestrian crossings are placed at either end of the shopping area. One person, who frequents this area on foot, commented:

‘There is a dire need for more pedestrian crossing facilities in the main shopping area – I and many other regularly cross at the end of the walkway where Misty’s is sited and this is on people’s routes – crossing should be where people actually cross.’

and another:

‘Longsight is a very popular and busy shopping area, people come from far afield for the market and other shops. It needs more road space taking away from [motorised] traffic and giving to – no, not car parking bays – room for pedestrians and cyclists. I think a single lane on Stockport Road in each direction would help a lot.’

and:

‘So how is the pedestrian’s environment improved by giving them far narrower pavements and allowing much more space for cars?’

A number of specific pedestrian crossing points were mentioned. Most of them do not allow enough time to cross. The junction of Crowcroft Road is highly dangerous especially when crossing from the Crowcroft Park side:

‘It takes up to 3 minutes to make a crossing here as the crossing sequence leaves you stranded in the island in the middle of the road for a long time.’

The crossing on Kirkmanshulme Lane was also mentioned:

‘The longer people have to wait to cross the road the more likely they are to step into traffic. The worst one is on Kirkmanshulme Lane and takes 1 minute 45 seconds to change.’

All respondents commented on buses. The unreliability of the number 50 was mentioned and it was suggested that a Piccadilly service (a 50x perhaps) be

introduced that takes passengers to the other side of the city centre. The reliability of the 53 bus service was remarked upon and in particular the problem of buses missing (not just turning up late) was noted. The problems of the 53 bus are certainly not new, as you will be aware. This service needs urgent attention, yet funding appears to gravitate towards radial routes only. The provisional Bus Strategy circulated July 2005 includes corridor partnerships, which are to be welcomed, but none of these are radial routes. The 53 links important areas in Manchester and is particularly important if Manchester is going to meet the new requirements of accessibility planning, which includes ensuring access to health care and education.

Safety on the buses is also an issue. The following was given in support of the need for 'old style bus guards':

I personally have broken up fights, prevented sexual assaults, and generally controlled over excited school children on tops of buses but this is not my job. It is not fair on drivers many of whom go off sick with stress after being attacked.

The major problems with the 192 are bunching and price. One respondent recalled that fares were 40p from Longsight to town 10 years ago and now it is £1.55. Something must be done to bring bus prices in line with inflation if people are to be encouraged to use them.

The new supermarket development has also created some tensions:

We were told at a community meeting that Lidl car park was not just for Lidl customers, anyone can part there to do their shopping on the market or go to the bank. This was to prevent people stopping dangerously on Stockport Road. But Lidl have put signs up saying for customers only! This should be sorted out.

This is clearly an urgent problem, given the extent of dangerous on-road parking in this part of Longsight.

Another comment was received about the Asda site:

Corner of Asda, Kirkmanshulme Lane, New Bank St is so dangerous it is unacceptable. Asda should be made to create a through road with a one way system. Also Asda's car park layout is appalling for shoppers on foot or bike, who have to go right down the middle of the road to avoid the road humps, or else detour a long way round.

Specific comments about cycling were also received. The Lane along Kirkmanshulme Lane junction from the town end has a huge pole in the middle of the lane (propping up a road sign) that has not been removed. This is an insult to cyclists and would never have happened in a car lane. At the crossing by Crowcroft Road on the Stockport Road the Levenshulme bound lane narrows at the traffic island. Cyclists frequently get 'pinched' here, being squashed in on the left where there is no road space. Additionally, the cycle lane going along Stockport Road towards the City Centre just before Plymouth Grove is very short and also simply dumps the cyclist back in the road at a point where a busy stream of fast moving traffic is turning left – the situation is therefore very dangerous for a cyclist wishing to go straight on. There is also the issue of enforcement: drivers parking and driving in cycle lanes and not leaving the priority boxes at traffic signals free for cyclists is a Manchester-wide problem, as any cyclist will report.

The above are specific examples of the low standard of cycling facilities in Longsight, which on the whole is simply unwelcoming and dangerous for cyclists. Whilst

Stockport is not afraid to put cycle lanes on the A6, Manchester seems to have all but given up on the idea. Even the potential to have a network of back routes (off the main road) has not been explored. Although I am told that cycle storage will soon be available at Longsight Market, which is a positive move, people need also to be able to approach the market safely. I hope that these issues will be considered in the Local Transport Plan and the forthcoming Ward Transport Plan, particularly the specific examples given here, which should be treated as matters of urgency.

In addition to this recent consultation exercise, the Longsight Transport Project carried out an extensive and socially-inclusive consultation in 2002-03. Most of the issues raised in this consultation are still very relevant and in much need of being addressed in LTP2. I summarise here the issues that I believe are most pertinent to the LTP2, and attach an extract from the consultation report, as all of these issues are clearly relevant. The following suggestions were made by the project team after analysing the findings of the consultation

- Increase of bus subsidy to 53 to improve frequency at off-peak times.
- GMPTE should put on extra buses on the 53 route to improve reliability.
- Look at signalling priorities where the 53 bus crosses major roads, such as the A6, to increase reliability of the service.
- Press for GMPTE to be given greater powers to regulate buses and discipline operators who run poorly performing services.
- Include improvements to bus services, cycling facilities and pedestrian infrastructure in the accessibility planning work, which has to set out in 2006 how access to key services will be improved.
- Improve CCTV on buses.
- More coordination between police, GMPTE and bus operators to deal with crime and anti-social behaviour on buses.
- Improve lighting in the area (I hear that some improvements are scheduled to take place early 2006).
- Real-time bus information – this still isn't working on the A6 through Longsight.
- An outreach/education programme on safe driving, including speeding.
- A crossing at the A6 railway bridge.
- More work on safe routes to school.
- More 20mph zones.
- More visible speed cameras.
- More bus lanes.
- Extension of the Homezone concept into other areas of Longsight.

A resident recently remarked to me that the A6 through Longsight was safer when there were no markings after the road had just been resurfaced: *"All traffic drove more carefully and sensibly and cycling was safer. I suggest a return to no markings except double yellow lines."* This is certainly food for thought, and shows the value of engaging with those who experience the area on a daily basis.

The Longsight Transport Project takes very seriously the contribution of transport to climate change emissions and therefore tries to promote ways of reducing this in its work. We are therefore disappointed to see that climate change is not yet a priority in LTP2 and urge you to reconsider this. We support Friends of the Earth's 'Big Ask' campaign, which is asking for year on year cuts in climate change emissions so that efforts to meet longer term targets are not put off year after year. We believe strongly that this should be incorporated in LTP2, given that it is such a strong opportunity to influence local transport planning over the next five years. Climate

Change should therefore be promoted from 'other quality of life issues' and given more substance in the plan. It is therefore important to improve bus services not only for reasons of social inclusion but also to promote more sustainable transport. At the same time emissions from buses must become cleaner. Metrolink can only have minimal effect on this over the next 5 years, and none in Longsight, and the LTP2 can therefore not afford to focus on Metrolink at the expense of bus improvements.

With regard to the targets set out, we have a few comments to make. The target of 60% satisfaction with buses by 2009/10 is very low. A target for traffic that asks for a reduction in road traffic should be set. In view of the wider sustainability concerns and Manchester City Council's bid to become the "greenest city in Britain", it is surprising that the walking target is actually a continued reduction in walking. The council should set its aspirations higher and aim for a 15% *increase* in walking. As already mentioned, the climate change target should be more ambitious and should meet or exceed the national target of 20% by 2010. We would like to see a plan of how this target will actually be met.

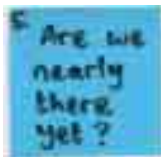
We feel that the modal split of journeys to and from the airport should not be tied to the number of passengers the airport carries. The airport should be expected to reach the 40% use of public transport (at least) regardless of the number of passengers it is carrying, given that it is already a major transport generator. Therefore the target, if expressed as a percentage, should be tied to a number of years not a number of passengers.

I trust that these comments will be taken into account when finalising LTP2 and I look forward to your response. In keeping with our policy of community involvement, this letter will be placed on our Internet site (www.allnet.org.uk/transport) so that others can see the issues that are being raised in their local area.

Yours sincerely,

Graeme Sherriff
On behalf of the Longsight Transport Project

Enclosed: Chapter 5 of our report 'Better Buses and Safer Streets'. The full report is available on our Internet site (www.allnet.org.uk/transport).



What needs to happen

Everyone has some responsibility for making Longsight's transport better. Some things can be sorted out by local people. Others are down to the Council, or Greater Manchester Passenger Transport Executive (GMPTE)³, or bus companies. Others are the responsibility of the Government. Manchester Friends of the Earth and Friends of the Earth nationally are committed to helping people get a better transport system. We talked to local people, councillors and people in the council and GMPTE about what could be done.

5.1 Improving bus services

In 1985 bus services in England were deregulated everywhere except in London. This means that the council and GMPTE do not have a lot of control over the buses. In London, an organisation called Transport for London, run by the Mayor, decides what bus services it wants – the routes, number of buses, the cost – and then invites bus companies to bid to run each route. In other cities and parts of the country, the council can't do this – bus companies choose where to run their buses. A council has far fewer powers. It can pay a bus company to run a service if there is no commercial service running on a route (though it doesn't have much cash for this). It has some money to spend on concessionary fares. And it has some relatively new powers it can use – such as the ability to set up "Quality Contracts" (see next page) - though these haven't been used much.

Overall, deregulation has not been good for people who use the buses. The number of people using the bus has gone down – in the North-West by 45 per cent since deregulation, with 380 million less journeys a year now. One reason is that the cost of bus travel has increased dramatically over the years. Since 1974 in real terms travelling by car has got cheaper, but buses have become over 60 per cent more expensive. And just this year, there have been big price hikes on buses in Longsight – in April Stagecoach put up the fares another 10 pence on all tickets over £1.10.

The effects of deregulation are clear to see – profitable routes like the Wilmslow Road are over-run; other routes – like Trafford to Longsight – have poorer quality, unreliable services. In theory a benefit of deregulation is that competition leads to lower prices. But where there is no competition, private operators can demand whatever price they like. For example, a Finglands bus along the Wilmslow Road from Piccadilly – where there is lots of competition – costs 60p, whereas Stagecoach operates a £1.25 service to go the same distance along the no-competition 192 route up the Stockport Road.

So, getting better buses will rely on a combination of things, such as:

- Persuading the bus company to do something different

³ The Greater Manchester Passenger Transport Authority (GMPTA) is the body of elected councillors, which makes decisions that the GMPTE (made up of council officials) carries out.

- GMPTE using its powers to set up “Quality partnerships” or “Quality contracts”
- The Government allowing a London-style system of “franchising” in other places, or putting in place other ways to give local authorities more control over buses.

Friends of the Earth believes that to improve bus services in Longsight, the council has to have more control. This could be done through re-regulation, giving GMPTE (the body responsible for public transport across Greater Manchester) the power to specify routes, costs and quality of service across the city; or through a Quality Contract. A Quality Contract is a new power in the Transport Act 2000. It gives a council the power to decide bus routes and service levels on a route or in an area, and award the contract to run the services to one operator. Longsight could be such an area. However no council has yet taken up this power, partly because of the restrictions placed in the way of councils who want to do so, such as having to wait 21 months to introduce a Quality Contract once it has been approved by the Secretary of State for Transport.

Persuading the Government that re-regulation is necessary will be difficult, and it could be easier to get changes made to Quality Contract regulations. Changes have been recommended by the House of Commons Transport, Local Government Select Committee which concluded that the Government “should encourage those local authorities that have a strong case for introducing quality contracts to do so. It must remove the barriers to introducing quality contracts, such as the 21 month waiting period for which there appears little justification”.⁴

Friends of the Earth will explore with GMPTE whether a Quality Contract could be trialled in Manchester and will campaign nationally for local authorities to have greater control over bus services in their area.

There are positive signs here. In July 2003 the Manchester Evening News reported that the chairman of the GMPTA Roger Jones has called for new powers to bring the bus companies into line. Local MP Graham Stringer has also put down a motion in the House of Commons calling for buses to be re-regulated in metropolitan areas (like Manchester). So there are strong calls for more control over the buses already.

GMPTE have put in place a “Quality Corridor” along the A6 from Manchester City Centre to Hazel Grove in Stockport. This is a voluntary agreement with the bus companies on one route, where GMPTE puts in place improvements (like bus lanes) in return for the operator promising a better service. A Quality Contract could expand this to cover a bigger area, with more bus routes than just the busy ones, and the agreement would be formal rather than voluntary. Also a Quality Contract would ensure that improvements don't just happen on the busiest routes.

Other avenues...

Without greater control for local authorities or Quality Contracts, it is bus companies who have most control over the quality of the bus services running. So getting more

⁴ Session 2001-02, 17th report ‘The Bus Industry’, para 102

services, more reliable services, cleaner buses, or cheaper prices means persuading them that it is in their interest to do so. We believe that it can be in their interest – if buses were better, more people would use them, and revenue would be higher.

Complaining directly to the operator may work if pressure is put on them by a lot of people. On subsidised routes – like the 197 in the evening – complaining to GMPTE is another option, as the operator is getting money on condition that it provides a certain level of service. Taking concerns direct to the Traffic Commissioner for the North West (see Appendix 3 for details) is another option – the commissioner has some power over the operators, for example it can take the route away from them as a last resort – but still the effect may be small. In the absence of effective regulation of the operators, we suspect that only bad publicity or an appeal to their commercial interest is likely to make them do anything better. On the latter for example, residents and community groups could offer a deal with an operator, where the operator runs a trial improved service for three months, which residents promoted and publicised along the route. If passenger numbers increased, the operator would be inclined to keep the extra level of service.

Watford Friends of the Earth and Arriva

Watford Friends of the Earth has been trying to persuade Arriva buses to improve the quality of their bus services in the area. The group bought shares in Arriva, so that they could attend the company's Annual General Meeting (AGM) and ask questions. The company's managing director offered a meeting before the AGM. Terry Figg from Watford Friends of the Earth says: "I was assured that by the end of May I would see 'dramatic improvements' to their services. I was persuaded Arriva was serious about making improvements. I expected to see those improvements. I haven't." The Watford group is continuing to campaign for changes. They believe that companies are concerned enough about their public image to improve their services, but that perseverance is needed!

There are other ways to improve buses – for example GMPTE has a budget for subsidising routes or times where there is no commercial service, and Manchester City Council has money to improve bus shelters, or put in bus lanes. Also, the council is running the "Local Strategic Partnership" (LSP) for the city, which could do things to improve transport (see box).

Local Strategic Partnership (LSP) and Transport

The LSP gets money from the government to spend on regeneration, and is made up of council officers, and representatives of other groups – such as businesses or community groups. The power to spend the money lies mostly with the seven "thematic partnerships" in the LSP – there is a thematic partnership on Transport, and also ones on Sustainable Neighbourhoods, Children, Young People and Families, Crime and Community Safety, and Health – all of these could pay for actions on transport. Unfortunately the transport group was late being set up, so might not get any budget in the first year, but this should change. Community groups can be represented on the thematic partnerships either directly, or via the "Community Network for Manchester" which holds meetings of community groups across the city to decide what ideas to feed into the thematic partnerships. The LSP is meant to deal

with local concerns, so it is important that these concerns are heard.

Contact details for the LSP are in Appendix 3.

Below are three tables of some other potential ways to improve buses, and who might be responsible for them, as suggested by either local residents, councillors, or transport professionals. The column on “how likely” the solution is is the authors’ interpretation.

The table below shows possible solutions to unreliable and infrequent buses. Refranchising/Re-regulating buses and introducing Quality Contracts seem to offer the biggest improvements, but are also the changes which would take longest to happen. There seems to be large potential for money in the Local Strategic Partnership to be spent on transport improvements – of all types, not just on buses.

Unreliable, infrequent buses		
Solution	Who responsible	How likely, and how big an impact
Send a traffic diary showing reliability of buses to the traffic commissioner, who has some power over the operators	Residents, community groups	Easy to do, possible impact.
Get the LSP transport thematic partnership to give extra subsidy to an already subsidised route	LSP	Possible, the transport thematic partnership is new. There also could be money for better buses in the Housing Market Renewal fund (part of the Sustainable Neighbourhood Thematic Partnership)
GMPTE increases subsidy to a route	GMPTE	Unlikely, as it has a fixed budget for all subsidy, and increasing subsidy for a route would mean reduced subsidies on concessionary fares.
Look at signaling priorities where buses cross arterial routes (like the A6), to increase reliability on cross-town routes (like Dickenson Road)	Council	Transport planners know that one of the causes of the 53’s unreliability is the traffic bottlenecks along the route where it crosses busy roads. They should be prepared to look at ways to tackle this.
GMPTE puts on an extra bus on a route to improve reliability	GMPTE	This is possible.
Change how the Government funds transport – so yearly revenue (eg subsidy for buses) gets greater priority at expense of capital schemes (eg big new roads)	National consumer groups and local authorities	Hard – would need to persuade the Treasury that doing this would be better. Also would need to persuade the Department for Transport that this is a problem. They are clear in their mind that it isn’t.

GMPTE introduce a trial “Quality Contract” for the area	GMPTE/ GMPTA	No council in the country has tried a Quality Contract yet, but they could have a major impact in improving buses. It is down to the GMPTA to decide whether to trial one.
“Accessibility Planning”	GMPTE	GMPTE have to do an Accessibility Audit by 2005 – if this audit looks at quality issues as it should, this should show that bus reliability and frequency is not good enough, giving ammunition for GMPTA to demand more powers of control over buses.
Refranchising along London lines	National Government	Unlikely at the moment, but probably the best way to improve bus services and deal with price issues. Could be compensation issues.
Have a stronger “bus-lobby”, like there is for rail-users	National and local consumer and community groups	This could work at either a national, regional or city-wide level. There could be LSP funding to co-ordinate a group calling for better buses.
Raise importance of buses with Government Health and Education departments	National consumer groups	Easy to do, issue is whether it would be a priority for them, or whether the Department for Transport would listen to them.
Community Bus Co-operative	Community Groups	A longer term aim – possibly could get support from GMPTE or others.

We’ve set out fewer options on getting cheaper tickets. Refranchising and changing Government revenue support – as for reliability above – are two other ways to bring prices down.

Cheaper tickets		
Solution	Who responsible	How likely and how big an impact
A local campaign to name and shame the most expensive bus operators	Residents, community groups	Possible to do, impact uncertain – more likely to succeed if part of a wider campaign in Manchester. GMPTA have recently said that high prices are a problem.
Switch to LPG fuel – is cheaper and would save cash in long run	Operators	May become more likely as the Treasury continues to promote greener fuels.

There are more options for increasing safety of buses – partly because (unlike bus fares) there are “capital” projects with mainly up-front costs, rather than yearly costs. It is easier to get money for “capital” projects.

Better safety and cleanliness of buses		
Solution	Who responsible	How likely and how big an impact
Bigger grants for CCTV on buses – accelerate the existing programme	Council?	Possible through LSP funding.
Hotline number for shelter damage (with complaints acted on)	Council/ GMPTE	
Get council to test buses to make sure they meet existing laws on pollution from exhausts	Residents and community groups	Easy to ask for !
Redesign shelters – to the canopy style ones in Stockport	GMPTE/ Council	Would cost more, but can argue that they meet council safety aims, and also would increase bus use.
More CCTV on buses	Operators	Possible though unlikely
Monitor cleanliness on buses and lobby operators	GMPTE	Possible. Dirty buses put off passengers.
Coordination between police and GMPTE to identify hotspots or problem routes and sort them out	GMPTE, police	Possible. Government guidance is coming on transport and crime (see later).

5.2 Safety

It is easier for residents and community groups to do something about safety in their area, than it is for them to get better buses. Also, there is more that people can do for themselves, rather than ask other people to sort it out for them. For example, in the past two months, two new projects have started in the area. One is run by the Women’s Design Service with local residents, at the Northmoor Community Centre, to see how the area can be made safer for women. The other has been set up by Kay Ahmed at the Himmat group at the Slade Lane Neighbourhood Centre (see box), to encourage woman car-users to walk more in their local area, following a similar successful scheme she set up in Levenshulme.

Himmat Walking Group

In May 2003 Kay Ahmed set up a walking group – setting off from Slade Lane Neighbourhood Centre at 11am every Tuesday, walking to and around Crowcroft Park. The group is aimed at women who use cars. Kay started the group because of her own experience, which was that she was finding herself using her car more and more because she was worried about her safety.

Kay says: “I was being extra cautious, taking my car as far as I could. Driving makes you completely hopeless. It took me six weeks to find I enjoy walking. What we want to do is to encourage people to get out of their cars, for their health and peace of mind. For me the biggest thing to get me out of my car was feeling I would be safe.”

The scheme is in contact with the Neighbourhood Wardens in the area, and is applying to the Community Chest for funds to get suitable footwear for people

There are a number of possible actions to take to make Longsight safer, shown in the following two tables.

On safety from crime, again there are “capital” projects which could be funded by Local Strategic Partnership money. Also, there is a role for increased co-ordination between police and transport policy makers. This was a recommendation from this year’s Government report from the Social Exclusion Unit, which said that the Home Office and Department for Transport would be issuing guidance for transport providers and Crime and Disorder Reduction Partnerships on this issue.

Safety from crime		
Solution	Who responsible	How likely, and how big an impact
Better reporting of incidents feeding into crime pattern analysis (leading to more police attention)	Residents, community groups	Possible, if people believe it will do any good. People need to know the best way to get incidents reported properly.
Extend the neighbourhood warden scheme	Neighbourhood Renewal bodies	Possible through LSP funding.
Council reviews lighting in the area	Council	
Extend Homezone style lighting	Council, or LSP	This lighting doesn’t leave “dark areas” between lights, and initial views from residents are that they are a big improvement.
Increase the number of people walking in the area (see below).	Residents, community groups	Starting to happen already
Coordination between police and GMPTE to identify hotspots or problem routes and sort them out	GMPTE, police	Possible (see comment above).
Electronic displays at bus shelters, showing how long to wait for bus	GMPTE/operators	Possible – other cities are doing it.

We believe that increasing walking in the area is a good way to increase safety. If there are lots of people out and about, this acts as a deterrent to crime. If plenty of people walk to places, it makes other people happier and more confident to do the

same. The organisation Living Streets says there are three things that encourage people to walk on the streets – having local services (post offices, chemists, food shops) within a 15 minute walk; well connected streets with safe crossings; and wide, well-lit unobstructed pavements.

On safety from traffic, action on any of the solutions below is boosted by the Government adopting a new “public service agreement” target on reducing child road casualties, particularly in deprived areas. The Government will be expecting councils to show progress towards meeting this target through their transport and regeneration plans in many wards in Manchester, including Longsight. Future funding may well depend on councils making progress.

Safety from traffic		
Solution	Who responsible	How likely, and how big an impact
Outreach programme on safe driving	GMPTE	Possible
Crossing at A6 railway bridge	Council/ Community groups	Community groups would have to campaign for the council to do this
Increase parents awareness of safety	Surestart programmes	Possible, but driver awareness is just as important
Safe routes to schools	Council/ or possibly Primary Care Trust Health & Wellbeing team	Possible to do, would need residents to demand it. More information from Sustrans on 0117 929 0888
Submit accident data for area to GMPTE to get funds for improvements	Residents, community groups, Police	Possible to do. The police hold the data on accidents.
More 20mph zones	Council	
More lollipop ladies		
Ask council how they are going to meet Government’s Public Service Agreement target on child accidents	Residents, community groups	
More speed cameras, visible		
More bus lanes		
More homezones	Council	
Walking buses	Residents, community groups, council or possibly Primary Care Trust Health & Wellbeing team	A guide to setting up walking buses is available from Friends of the Earth on 020 7490 1555.

Where next.- ?

This report is a new starting point for Friends of the Earth in campaigning to get better buses and safer streets, locally and nationally. We will take the actions set out in page 5 of this report.