



Shaping transport in Greater Manchester

Local Transport Plan

Consultation brochure
Please submit comments
by 24 December 2010

www.gmpte.com/LTP3



AGMA
ASSOCIATION OF
GREATER MANCHESTER
AUTHORITIES



**Greater
Manchester
Integrated
Transport
Authority**

Who we are

AGMA: Association of Greater Manchester Authorities

AGMA acts as the voice of the ten local authorities of Greater Manchester and works in partnership with a wide range of private, public and voluntary organisations within Greater Manchester and beyond to promote the conurbation's interests and development. The ten local authorities are responsible for maintaining, improving and managing Greater Manchester's local highway network.

GMITA: Greater Manchester Integrated Transport Authority

GMITA is the body responsible for setting local public transport policy, deciding how money is spent on supporting and improving Greater Manchester's public transport network. It is made up of 33 councillors from the ten councils in Greater Manchester. GMITA provides funds to GMPTE (Greater Manchester Passenger Transport Executive) to implement policies, provide and manage facilities in Greater Manchester and work with bus, tram and train operators.

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Foreword

Greater Manchester is the most important economic centre outside London, but one that is yet to achieve its full potential. To do this, we – the Greater Manchester Integrated Transport Authority and the Association of Greater Manchester Authorities – need to help more local residents become active contributors to the economy. Better connecting people to places and jobs will also enable us to tackle unemployment and other long term problems in our most deprived communities.

We need to help people become active contributors to the economy

Effective transport networks are essential. By providing the right systems that allow people to access jobs that they need and businesses to access the right people, we can help our economy to grow.

Through the development of the Greater Manchester Transport Fund, the ten local authorities in Greater Manchester will bring forward a £1.5 billion package of investment in major transport schemes, covering Metrolink, road, rail and bus networks. The Local Transport Plan contains many other proposals. However, we are aware that additional public funding will be limited, at least over the next few years, and that the delivery of individual schemes will be subject to future funding. We need clear priorities to use public money for maximum effect and recognise that some of our plans, both at a strategic and a local level, will have to be delivered over the long term and as resources allow.

We have achieved a lot in recent times. Initiatives such as the continued expansion of the Metrolink network are now under way. Nevertheless, more is needed to improve the efficiency of our entire transport network, providing travel choices for everyone. This includes the development of capacity on our rail system as well as enhancing bus travel, while recognising the importance of maintaining our local roads.

We will need to balance competing needs, maintaining a keen eye on what is best for our local economy and people's employment prospects. It will be essential to make the best use of new transport management and local government systems, which we plan to introduce across Greater Manchester.

We need to make sure that local businesses as well as transport providers are more involved than ever in determining and delivering more of what we need through partnership working.

We want to make sure that our plans best fit with the needs of local people and businesses and have launched this public consultation, which will run from 4 October till 24 December.

This brochure summarises our plans. More information is available online at **www.gmppte.com/LTP3** or by calling **0161 244 1111**.

Please let us have your thoughts.



Councillor
Ian Macdonald
Chair, GMITA



Councillor
Keith Whitmore
Vice-chair,
GMITA



Lord
Peter Smith
Chair, AGMA



Travel in Greater Manchester today

The demand for travel into and across Greater Manchester has risen since the early 1990s. Around one million local commuting trips are made each weekday morning and a further 140,000 people commute into the conurbation from neighbouring areas. Increasing use of public transport has helped manage this rise and avoid congestion. This has been particularly successful in Manchester city centre, where public transport, cycling and walking now account for 70 per cent of morning trips.

However, this has created problems of overcrowding on local trams and trains. It has also illustrated the need for buses to make a greater contribution in the future and has highlighted the importance of managing traffic demand on both local roads and motorways.

The introduction of **Metrolink trams** has led to fewer trips being made by car. Additional trams are now coming into service to ease peak-time overcrowding resulting from the success of the tram system. Work is currently under way to deliver Metrolink to MediaCityUK, Oldham, Rochdale, East Manchester, Ashton-under-Lyne, Chorlton-cum-Hardy, East Didsbury and Manchester Airport over the coming years. This will significantly help to manage the impact of economic growth by attracting a further five million trips on to trams and out of private cars.

Around one million local commuting journeys are made across Greater Manchester every weekday morning

The **rail system** is particularly important for economic growth. It has the scope to both support more commuting and provide crucial links between our economy and markets elsewhere in the UK. In the short term, train overcrowding remains the biggest problem. We urgently need additional carriages to ease pressure on the system and to enable local rail travel to continue to grow. Greater Manchester Passenger Transport Executive (GMPT) and Network Rail are developing a strategy to expand the rail network through the Northern Hub project. We are also working to ensure that Greater Manchester fully benefits from national High Speed Rail plans as they are developed.

Buses account for around 80 per cent of all public transport trips in Greater Manchester. Performance has generally got better, particularly on the network of Quality Bus Corridors, as has the overall quality of vehicles. GMPT has improved waiting facilities and has been involved with the building of several new bus stations. Bus lanes and traffic signal technology have helped buses through some of the most congested parts of the road system. National changes to concessionary travel have boosted off-peak travel by bus, yet the total number of bus journeys has barely changed for a decade despite these developments. This means that more work is necessary to maintain high standards. This will provide a network that best supports commuters and will also help people seeking to get back into work.

All improvements to our transport system require effective **travel information and ticketing** arrangements. GMPT's telephone and web-based information systems have assisted people travelling by public transport over recent years. However, there is scope to make greater use of technology for information services and ticketing across all types of travel, not just public transport. These enhancements should offer better value for money and fit with the complexity of modern lifestyles.

The rise in the demand for travel has highlighted the need to consider how more of us could **walk** or **cycle** for some journeys: 15 per cent of local car travel is for trips of little more than one mile and over 30 per cent is less than three miles. We would like more people to make shorter journeys on foot or by bicycle, as they do in many European cities. This would reduce local car traffic and carbon emissions as well as promote healthier living.

Finally, alongside the continued encouragement of travel by ways other than the private car, we appreciate the need for maximum efficiency on the **highways** to help manage journey times for buses, freight and cars and to continue to improve pedestrian and driver safety. This includes proposals to build a limited number of new roads where they would benefit the economy.



What is a Local Transport Plan?

All transport authorities are required by law to produce a **Local Transport Plan** at least every five years. This new Local Transport Plan will be the third that we have issued in Greater Manchester since 2001, setting the agenda for the next ten to 15 years. It provides a clear set of priorities for local transport spending and services that best support the future of Greater Manchester, aimed at helping residents, businesses, commuters and visitors to get to where they need to go in a manner that works best for them.

The objective of the Local Transport Plan will be to identify a clear programme of investment in cost-effective transport schemes that create **maximum economic benefit** while improving **social and environmental outcomes**. Getting our priorities clear is important, as many of the transport improvements that we need will require partnership working between the public sector and private companies, usually supported by both local and central government funding. We will seek to improve the **efficiency and reliability** of public transport and road networks to give travellers and commercial users greater confidence in journey times and to accommodate new demands for travel in the future.

In particular, we aim to **improve access from more residential areas**, specifically where major housing developments are planned, to **major employment areas**. These include our main city and town centres, other key employment sites and Manchester Airport, which is both a significant employment area and a gateway for international travel and trade.

Across our bus, tram and train systems, we will prioritise the **safety and security** of travellers and those who live alongside transport routes. We want to develop our transport network and information systems so that **public transport, cycling and walking become realistic options** within the daily lives of most people.

The plan has also been assessed for its environmental, health and equality impact. Further information on this is available at www.gmpte.com/LTP3

Summary of our longer term plans



Better buses

Our key investment schemes to enhance the role and image of bus services in Greater Manchester include:

- » Cross City Bus Package
- » Leigh-Salford-Manchester Busway
- » New interchanges at Altrincham, Bolton and Rochdale and a new bus station at Wythenshawe
- » A future scheme for a new Stockport interchange and associated town centre access improvements, subject to funding

At the same time and as funding permits we will seek to improve the coverage of the bus network, including orbital services, develop Metroshuttle services in more town centres, make the case for more Yellow School Buses and improve links between buses and rail or Metrolink services. We will identify locations where additional bus priority measures can improve reliability and will continue to improve passenger facilities and physical accessibility at bus stations and bus stops.

To ensure that more buses reach standards now being demonstrated by some of the best local services, we will improve working arrangements with bus operators and review how we make best use of public subsidy.

This will include:

- » A code of conduct for bus operators including new performance targets to ensure improved reliability and punctuality, better vehicles, improved cleaning, better information and best practice driving standards
- » Simplified fares systems and easier ticketing choices, supported by the introduction of electronic Smartcards. This will be over time and as funding allows
- » Improved network coverage, particularly in the evenings and on Sundays
- » Targeted partnership agreements with bus operators on major corridors



Delivering Metrolink

We will deliver new Metrolink lines to:

- » MediaCityUK
- » East Didsbury
- » Ashton-under-Lyne
- » Oldham and Rochdale (including extensions to the town centres)
- » Manchester Airport

We will seek to develop an extension through Trafford Park, connecting with the Trafford Centre, the new Salford stadium and Port Salford. We will develop options to bring Metrolink to Stockport. Both of these schemes will be subject to the availability of funds.

To ensure the reliability and smooth running of the extended network, we will complete a second depot at Old Trafford and develop a second Metrolink route across Manchester city centre, from Manchester Central to Victoria.

Improving the existing system is still a high priority. We will complete a programme of improvements for passengers at stops, including new ticket machines and passenger information screens. We will also complete the roll-out of additional trams. Extra park and ride capacity will be provided at locations across the expanded network as funds become available.

In the longer term, we will develop options for additional 'rapid transit' routes. This could include Metrolink, 'tram-train' or bus-transit schemes.



A rail system for our future economy

Many of the improvements we want to see on the rail network depend on investment decisions made by the rail industry. We will develop effective working systems with the Department for Transport, Network Rail and train operators to help ensure delivery of Greater Manchester's requirements, particularly:

- » Additional rolling stock to alleviate overcrowding
- » Increased network capacity in the Northern Hub
- » Upgrade of key stations
- » Electrification
- » Improved service patterns and frequencies
- » Improved train and station standards
- » Future High Speed Rail
- » Improved efficiency of freight movements

We will support major station improvements at Victoria station and elsewhere to complement the economic growth of Greater Manchester, and, as funding allows, will locally fund passenger journey information, safety, security and accessibility improvements at commuter stations. Extra park and ride capacity will be provided at some stations, funding permitting.

Our plans will also aim to ensure that all parts of Greater Manchester have good access to central Manchester stations, which act as gateways to the national rail network for much of the conurbation.



Fares, tickets and information

Our aim is to agree simplified fares systems across bus, rail and tram systems, with day and season ticket options that fit with today's travel needs, supported by an electronic Smartcard. We also want to use new technology to communicate travel information.

We will carry on improving local travel information services and introduce new information and marketing tools that allow residents, businesses and commuters to devise travel plans that help people to travel more sustainably.

Walking and cycling

We will develop highway and footway management systems to encourage 'active travel', ie walking and cycling, so that more people make longer trips on foot or by bicycle. We will continue to prioritise speed reduction where there is a clear community need and ensure better maintenance to support road safety, walking and cycling.

We will carry on improving local cycle routes, pedestrian facilities and Rights of Way and promote the health and environmental benefits of walking and cycling. Over time and as funding allows we aim to develop a network of cycle routes to local centres and facilities. We also need innovative solutions to encourage more cycling and are looking closely at cycle hire schemes and other promotional initiatives in other cities.



Highways

Our approach to our highways will be twofold – to maintain local road quality and to best manage demand on our major roads. To improve the reliability of strategic routes, we will optimise traffic signals, traffic regulation orders and traffic lane usage. We will mitigate the impact of roadworks, new developments and major events, to maximise the efficiency and reliability of the network. We will require maintenance works to be included in the scheme that provides permits for roadworks in order to manage and minimise traffic disruption. A single maintenance standard will be developed for the strategic highway network. We will better enforce parking and moving traffic offences on key routes.

To support this, we plan to develop a Greater Manchester Traffic Control Centre for incident and routine management and to make accurate, reliable and up-to-date travel information available for in-car and in-cab systems, as funding allows.

On local roads we propose the implementation of local neighbourhood traffic management and parking schemes as well as environmental improvements for local centres. Decisions about street maintenance will be made at a local level in line with community priorities.

We plan to build a limited number of new roads where these benefit the economy (Ashton Northern Bypass, Stage 2; SEMMMS, A6 to Manchester Airport Relief Road; and Wigan Inner Relief Road). We will also seek to deliver an integrated transport solution (Longdendale Integrated Transport Strategy) to address traffic and transport problems within the Longdendale area.

We will seek to improve the efficiency of freight movement while minimising the environmental impact and improving safety.



Healthy and safe travel

We will seek to improve public health by delivering measures to encourage active travel and by reducing harmful emissions and noise from vehicles. Active travel will be supported by measures to improve safety, including local road safety training and education, projects to minimise traffic conflicts, driver improvement programmes and travel and safety information campaigns. Pedestrian priority and lower speed limits will continue to be introduced where there is a community need and in conjunction with new developments as appropriate.

To tackle pollution on busy traffic corridors, we will develop a new Air Quality Action Plan alongside our plans to tackle climate change, since many of the measures needed are the same.

We will improve access for people with disabilities and support travel training schemes, providing more ways for disabled people to travel independently in Greater Manchester.



A greener transport system

To encourage people to use their cars less, we aim to make sure that everyone is fully aware of all their travel options and will promote walking and cycling. This will be supported by environmental improvements in local neighbourhoods and centres to make walking and cycling a more pleasant experience. To reduce the volume of HGVs on the roads, we will promote rail and water-borne freight where economically viable.

Funding permitting, we will introduce more 'green buses' to help curb climate change and local air pollutant emissions and will reduce energy use by promoting 'eco-driving'. We will work with partners to develop a network of electric vehicle charging points and promote this initiative.

We will maximise the use of recycled and re-used materials for highway maintenance and encourage other organisations and businesses in Greater Manchester to collaborate on the bulk purchase of these goods, as well as on areas such as storage, vehicles and staff resources.

The effects of climate change are already being felt. We will deliver resilience plans and develop adaptation and mitigation measures.

Greater Manchester Local Transport Plan Consultation Response Form

4 October – 24 December 2010

Please detach this form from the brochure and send to the freepost address by 24 December 2010.

If you need more space, please continue on a separate sheet of paper.

How are you responding to this consultation?

- ☐ As an individual
- ☐ As a representative of a business in Greater Manchester
- ☐ As a representative of a non-commercial organisation in Greater Manchester

Do you have any comments on the strategy outlined in this brochure?

Do you have any comments on the schemes and proposals outlined in the brochure?

Is there anything else you think the strategy should cover?

Do you have any other comments on travel in Greater Manchester?

About you

Do you live in Greater Manchester? ☐ Yes ☐ No

Do you work in Greater Manchester? ☐ Yes ☐ No

Are you? ☐ Male ☐ Female

What is your ethnic background? Please tick one. ☐ White ☐ Asian/Asian British

☐ Black/Black British ☐ Mixed ethnic background ☐ Chinese ☐ Other ethnic group

What is your age group? ☐ Under 16 ☐ 16 to 24 ☐ 25 to 34 ☐ 35 to 49 ☐ 50 to 65 ☐ Over 65

Do you have a disability? ☐ Yes ☐ No

☐ Visual ☐ Hearing ☐ Speech ☐ Learning ☐ Wheelchair user ☐ Serious walking difficulty

Protecting your privacy

The Greater Manchester Passenger Transport Executive, acting on behalf of GMITA and AGMA, will use the data you provide solely for the purpose of assessing views on the proposals and for providing feedback on the results. We may publish your comments anonymously when reporting the results of the consultation. Please be assured that your details will be kept confidential and will not be used to link you with the response unless you seek answers to specific questions.

If you wish us to email or write to you acknowledging receipt of your comments, or would like a copy of the summary results, please fill in your contact details below.

Your contact details (optional)

I would like an acknowledgement ☐ By email ☐ By post

I would like a copy of the summary results ☐ By email ☐ By post

Name: _____

Business/organisation (if applicable): _____

Email address: _____

Postal address: _____

Postcode: _____

Please reply by 24 December 2010 to:

GMPTE Local Transport Plan 3 Consultation
Freepost RRHE-RKUU-KSJY
Manchester
M1 3BG

You do not need a stamp.

This document is available in a range of formats including Braille, large print, audio, electronic versions and in other languages. To request this, please phone **0161 244 1111**.

Responding to the consultation

The response form accompanying this document is your opportunity to shape our vision and priorities and we welcome your comments. Alternatively, you can access information and register your views on our website at **www.gmppte.com/LTP3**

The consultation runs for 12 weeks from 4 October 2010 till 24 December 2010. All comments received during this period will help us to refine our plans. The final Local Transport Plan will be published at the end of March 2011.



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