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Supporting Documents (available at www.tfgm.com/LTP3)

- Air Quality Strategy and Action Plan
- Greater Manchester Implementation Spend Profiles
- Greater Manchester Parking Standards
- Integrated Assessments of draft strategy
- Integrated Assessments of Local Area Implementation Plans
- Local Area Implementation Plans
- LTP3 Consultation and Engagement Report
- LTP3 Indicators and Targets
- LTP3 Trends in Travel and Influencing Factors
- Public Rights of Way Strategy
- Transport Asset Management and Highway Maintenance Plan

Foreword

Greater Manchester is the most important economic centre in the UK outside London, with significant opportunities for future growth.

An effective transport network is an essential catalyst to realise the potential of Greater Manchester as it connects people to places in a sustainable manner – places where they can work, study, shop, relax, and access public services. This can help to tackle the challenge of low productivity caused by persistent worklessness in some of our most deprived communities.

Meeting this challenge is more critical than ever, as we come out of one of the deepest recessions in generations with lower levels of public funding available. This points to the need for greater clarity than ever on priorities for spending; alongside initiatives aimed at the efficient use of all transport networks to ensure that Greater Manchester moves to a lower-carbon economy whilst maximising every opportunity for economic growth.

Through the Greater Manchester Combined Authority – the first of its kind in the country – we have developed new systems of governance which will enable us to take greater control of more of the spending and activities that have historically been managed by central government. This will be complemented by the Local Enterprise Partnership which will support businesses and the public sector to work together to grow the local private sector and develop a shared strategy to increase job creation.

These opportunities would not have been possible without the previous contributions of the Association of Greater Manchester Authorities and the Greater Manchester Integrated Transport Authority. Together, they established the Metrolink system as one of the most successful light-rail systems in the country, and developed an innovative programme of funding which prioritises investment in transport infrastructure based on an ability to deliver economic growth.

This Local Transport Plan provides us with an opportunity to build on these successes. However, the scale of the challenge of delivering a transport network that can maximise the scope for growth and economic renewal in a time of radically lower levels of funding means that we will need to answer some fundamental questions. These will include how we secure the best value from the public subsidies that go into our bus system; how we balance competing transport policy objectives; how we develop new models of funding for transport; and how we develop the capacity of public transport operators to grow their markets.

This Local Transport Plan for Greater Manchester will set out to answer these questions through short and medium term priorities and a longer term vision for transport in Greater Manchester. Through it, we also believe that we will enable Greater Manchester to realise its full economic potential.



1. Introduction

1.1. Description of Greater Manchester

Greater Manchester is a large and complex urban area covering some 500 square miles and has around 2.5 million residents. There is a mix of high-density urban areas, suburbs, semi-rural and rural locations, although overwhelmingly the character of the area, and therefore the pattern of movement, is urban. It has a strong Regional Centre, covering not only Manchester City Centre but adjoining parts of Salford and Trafford, which is the primary economic driver and main retail, leisure, cultural and tourism centre. Greater Manchester is also home to one of the largest student populations in Europe. As a result, there are strong daily traffic flows into the centre, second only to those in London.

However, the pattern of development in the conurbation is polycentric (see Figure 1.1), with each of the ten local authority areas having at least one major town centre, and these local centres of activity are also reflected in the transport network. A number of sub-regionally significant employment sites, as well as cultural and leisure attractions, are also located outside the central core. There are also strong links with neighbouring authorities in Cheshire, Derbyshire, Halton, Lancashire, Merseyside and Warrington and across the Pennines to Yorkshire (in particular Huddersfield) both for commuting and for leisure activities, with the Pennines being particularly important for recreation.

Figure 1.1: Location of Greater Manchester



Greater Manchester is the largest and strongest economic area in the North of the country, accounting for over 40% of the North West's total productivity. Along with Leeds, it is seen as having the greatest momentum, capacity and economic diversity to close the productivity gap between the north and the south-east of England. However, despite a strong economic performance overall, Greater Manchester contains some of the most deprived areas in the country and regeneration and the addressing of social exclusion remain priorities.

Manchester Airport is a 'Top 20' European airport and the largest regional airport outside the south-east, acting as the 'gateway' to the north of England, parts of the Midlands and North Wales. It is also a major employer; both directly on site and in terms of associated jobs across the region, as well as being a key driver of wider economic growth, particularly in supporting inward investment and international trade.

As a result of the scale and complexity of development, Greater Manchester has extensive transport networks. There are over 9,000 km of roads, carrying annual traffic of 13,000 vehicle kilometres¹ on the motorways and A and B roads. The orbital M60 links to: the east-west M62, serving Liverpool and Yorkshire; the M67/A628 route to south Yorkshire; the M61 and M66, serving south Lancashire and the M56 to Chester, North Wales and the Wirral. The M6, via the A556, is the main north-south link, to the West Midlands, Cumbria and Scotland. In addition to providing long distance links, the motorways around Greater Manchester carry a high volume of local journeys, both within the conurbation and to neighbouring areas.

Many of these local journeys are on the bus network, which carries around 227 million passengers per year, far exceeding the patronage on other public transport modes. The bus network has a strong focus on radial routes into Manchester City Centre, but there are also smaller local networks focusing on each of the main town centres. It is important not only for commuting into these centres and to locations outside Greater Manchester, but is vital for other day-to-day journeys eg for education, healthcare and leisure.

In addition, the light rail Metrolink system is heavily used for commuting and carries around 19 million passengers per year on lines between the city centre and Altrincham, Bury and Eccles via MediacityUK. An expansion of the network is underway, which will double its size.

The rail network carries over 22 million journeys each year. It is of significant importance for commuting, but also offers alternatives to the car for key long distance journeys. The West Coast Main Line provides the main north-south link, while Trans-Pennine rail routes offer an alternative to many destinations along the Liverpool-Manchester-Leeds-York and Manchester-Sheffield-Nottingham corridors, and routes to Preston and Scotland provide links to the north. However, the extent to which rail can provide an alternative is limited by the capacity in the 'Northern Hub', where a number of rail corridors come together in the centre of Manchester. This is recognized as the single largest rail bottleneck in the North of England.

¹ GMTU Transport Statistics, 2009

The Local Transport Plan needs to reflect the complexity of development patterns and transport networks in the area in order to present a transport strategy responsive not only to the needs of Greater Manchester as an engine of economic growth, but to the distinctive local requirements of the ten Districts.

1.2. Scope of the Document

As required by the Local Transport Act, 2008, this third Local Transport Plan contains the policies of the Integrated Transport Authority (in the case of Greater Manchester this will be Transport for Greater Manchester from 1 April 2011) for the provision of safe, integrated, efficient and economic transport to, from and within their area. Although these policies build on the overall direction of transport strategy set out in the previous Local Transport Plans, LTP3 now replaces and supersedes LTP1 (2001-2006) and LTP2 (2006-2011).

The plan was prepared by Greater Manchester Integrated Transport Authority (GMITA) and Greater Manchester Passenger Transport Executive (GMPTE), in consultation with the ten Greater Manchester District Councils and relevant stakeholders. It was then approved by GMITA in March 2011. Under the Greater Manchester Combined Authority Order, 2011, the functions of GMITA were transferred to the Greater Manchester Combined Authority (GMCA) with effect from 1st April 2011. GMCA has asked Transport for Greater Manchester to monitor and review the plan and its implementation on a regular basis.

The LTP is required to contain both a long term strategy and a short term implementation plan. This document therefore sets out a long term strategy to 2026, the delivery of which depends on the availability of funding, and a summary implementation plan for the first four years (to 2015), which reflects the resources that are likely to be made available during the period covered by the Comprehensive Spending Review in October 2010. Detailed Local Area Implementation Plans (LAIPs) have been prepared for each of the ten District areas, and are available on the website www.tfgm.com/LTP3. The Implementation Plans have been prepared locally, taking into account the priorities in each District as set out in their Sustainable Community Strategies. The LAIPs present investment programmes for Year 1, with indicative programmes for years 2-4. These are summarised in Section 10.3. The investment programme will be reviewed annually to take account of any changes to financial circumstances and priorities.

The strategy itself will be reviewed after no later than five years (ie in 2015/16), but we recognise that this may need to happen sooner, given the fact that we are entering a period of significant change, in terms of both governance arrangements and the availability of funding.