



GMPTe

Woodsmoor



3. Travel and Transport in Greater Manchester Today

3.1. Introduction

The general economic growth trend in Greater Manchester since the early 1990s has seen a resurgence in the demand for travel into and across the conurbation. There are now around 1 million commuting trips made each weekday morning within Greater Manchester, with a further 140,000 trips coming into the conurbation from neighbouring areas, and around 100,000 trips departing Greater Manchester for neighbouring areas. Home working accounts for around 7% of working residents in Greater Manchester.

Year on year, on average, journey times across Greater Manchester have increased as the economy has grown and demand for travel has increased with it. Over 60% of people working in Greater Manchester now travel for more than 20 minutes to work and nearly 25% of workers commute for over 40 minutes each morning. The majority of trips on the local motorway network are bound for Greater Manchester, particularly in the morning peak, which indicates the importance of commuting from outside the area.

The strategy adopted during the first two LTPs has resulted in a range of successful interventions that have enabled Greater Manchester's transport system to make some important contributions to the economic, social and environmental vitality of the conurbation. In particular, we have supported a revitalised Regional Centre and helped to reinvigorate other key and local centres through improvements to accessibility, which have included the following achievements. We have:

- invested in over 274 km (170 miles) of Quality Bus Corridors which, with associated investment by operators, resulted in an addition of 8 million passengers per year and a 19% cut in accidents;
- improved and, in some cases rebuilt, many of the bus stations within Greater Manchester, as well as creating the new Shudehill Interchange in Manchester city centre;
- introduced the innovative system of Metroshuttle buses in Manchester city centre, Stockport town centre and Bolton town centre, which now carry an annual 2.5 million, 200,000 and 100,000 passengers respectively;
- replaced over 32 km (20 miles) of Metrolink track, improving quality of the ride and reducing noise⁴;
- upgraded a number of stops across the current Metrolink system and begun the work to deliver the future network;
- upgraded facilities at a range of local rail stations, including Salford Central Rail Station;
- provided almost 640 additional park and ride spaces at a number of locations on the rail and Metrolink system;
- delivered the Ground Transport Interchange at Manchester Airport and provided a third platform at the Airport station;
- completed the Manchester-Salford Inner Relief Route, which has contributed significantly to the reduction of traffic passing through the city centre;

⁴ GMPTE Metrolink Blockade Evaluation, 2007

- invested in targeted local safety schemes and supported driver improvement and speed awareness courses, which have contributed to a reduction in the numbers of people killed and seriously injured on roads;
- delivered pedestrian friendly schemes in a number of our town centres;
- supported schools and employers to develop Travel Plans; and
- provided improved facilities for cyclists, including advanced stop lines at traffic signals, cycle parking at stations, cycle lanes and off-highway routes.

Through these measures we have achieved the majority of our LTP2 targets (see section 11.1), but more needs to be done through LTP3 to achieve our objectives.

Section 3.3 describes some of the key trends and issues for the conurbation as a whole. There will, however, be variations between individual Districts, which will be referenced in the Local Area Implementation Plans.

3.2. Transport and New Development

The Greater Manchester planning authorities are currently producing their Core Strategies, setting out the long term spatial vision (up to 2026/27) and the broad quantity and geographic distribution of different types of development. As part of the new governance arrangements for Greater Manchester, we have developed closer working relationships with the Highways Agency on planning issues. This has led to the development of a protocol through which the ten planning authorities, the Highways Agency and Transport for Greater Manchester have agreed to work together to identify the transport implications of developments proposed in Local Development Frameworks, determining how best to mitigate the negative impacts. Through this mechanism, agreement will be reached both on satisfactory arrangements to deliver the development planned in the first five years of the emerging Core Strategies and on an agreed process to address issues in the medium to long term. As a result, District Councils will be able to provide aligned, cohesive and deliverable Infrastructure Plans as part of their Core Strategies.

As part of this work, a joint study with the Highways Agency has identified the cumulative impact that the planned development is likely to have on transport networks. The key findings from high level modelling were that:

- the concentration of development in the centre of the conurbation, which is well served by public transport, is likely to increase demand for travel by those modes, but also potentially lead to capacity issues on rail and Metrolink;
- elsewhere, increased car use is likely to increase journey times on motorways and radials into the city centre; and
- as a result of increased congestion, bus travel is likely to become less attractive and CO₂ emissions from transport will increase.

A programme of more detailed modelling is being undertaken at District level to understand the more local impacts and to identify the measures required to mitigate them. These will include measures to:

- manage congestion and improve bus reliability;
- increase the capacity of public transport;
- limit the generation of private traffic from new development; and
- encourage active travel.

As noted above, a Greater Manchester Spatial Framework is being produced in parallel to the development of the Core Strategies. This will identify key housing and employment areas, establishing a coherent set of spatial priorities for delivery and investment in support of the Greater Manchester Strategy. An important role of LTP3 will be to ensure that development in these locations is supported by appropriate transport infrastructure and services.

The key locations identified for economic development are described below.

The Regional Centre

The Regional Centre, which includes parts of neighbouring Salford and Trafford as well as Manchester City Centre, is a nationally significant centre for financial and professional services, knowledge-based creative and new media industries, cultural events, conferencing and retail. As set out in the 'Transport Strategy for Manchester City Centre'⁵, there is potential for employment in the centre to grow by 50,000 over the next ten years⁶, resulting in 30% more inbound trips each day. The key transport challenges will be to increase the mode share of public transport and cycling in order to keep the level of car traffic more or less constant, and to improve traffic movements around, rather than through the centre.

Key development areas within the Regional Centre include:

- The Corridor, Manchester (connecting the city centre to the two Manchester universities, the Royal Northern College of Music and the Central Manchester Hospitals). The businesses and institutions currently employ 55,000 people and investment programmes are expected to drive this up to 77,000 by 2020;
- MediacityUK (a location for creative and digital and new media, including the BBC and Granada TV), where 15,000 jobs could be created⁷ once the site is fully developed;
- Sportcity (an established location for internationally significant sports facilities);
- Salford Quays and Trafford Wharfside, which are developing as a centre for culture, entertainment and internationally-significant sports venues (at Old Trafford); and
- City centre (core) Manchester, including the Chapel Street area of neighbouring Salford, which acts as an important national and international location for financial and professional services, retail and culture.

Manchester Airport

Passenger numbers at the Airport, which serves a wide area of the North of England, are forecast to grow to 32 million by 2015, and there is capacity to service more than double the current passenger numbers. The transport challenge, as set out in the Airport's Ground Transport Plan⁸ include the need to reduce congestion on the motorway and local road network by increasing the use of public transport and to improve access to jobs at the airport from the surrounding areas, which include areas of significant deprivation. There is a need to ensure good access not only from within Greater

⁵ 'Transport Strategy for Manchester City Centre', Manchester City Council, 2010

⁶ AGMA Forecasting Model

⁷ Amion Consulting report for MediacityUK, 2006

⁸ Manchester Airport Ground Transport Plan can be found at [http://www.manchesterairport.co.uk/manweb.nsf/AttachmentsByTitle/TransportStrategy/\\$FILE/Grndtrans-screen.pdf](http://www.manchesterairport.co.uk/manweb.nsf/AttachmentsByTitle/TransportStrategy/$FILE/Grndtrans-screen.pdf)

Manchester, but from neighbouring areas, particularly Cheshire East, where major businesses rely on the Airport.

An area to the north of the Airport has been identified as a significant opportunity for economic development. 'Airport City' will maximise the potential of the Airport to attract investment and increase economic activity while bringing positive benefits to the deprived Wythenshawe area. Airport City will require good, direct transport links to the Airport's Integrated Transport Hub. We will work with the Highways Agency and Manchester City Council to ensure that surface access to the Airport is not compromised through the development of Airport City.

Trafford Park

Trafford Park includes both the largest industrial estate in Europe and the neighbouring Trafford Centre, a sub regional shopping facility co-located with a range of regional sport and leisure facilities and office development. Research in 2008 found that some 1,400 companies are based in the Park, employing 32,000 people and future growth is expected, through the Trafford Local Development Framework, particularly in the retail, wholesale and distribution sectors. Development in the area will be led by the Trafford Park Masterplan. Transport challenges relate to managing congestion on the motorway network and improving opportunities for travel by non car modes, especially from local communities in Trafford and Salford from which existing public transport links are poor. However, the provision of improved public transport is made more difficult by the low employment densities in much of the local area and the prevalence of shift working. Area-wide travel planning initiatives will therefore play an important role in improving access.

Kingsway Business Park

Kingsway, in Rochdale, is a 170 hectare (420 acre) mixed use business park close to junction 21 of the M62, making it an attractive location in relation to Manchester, Leeds and beyond. It is anticipated that over 7,000 jobs will be created over a 10-15 year period. The development will require improved public transport links to Rochdale and beyond to ensure that the local workforce can access the site by sustainable modes.

Town Centres

The main town centres of Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan, are all well placed to benefit from the existing concentration of activity and good accessibility, with Bolton and Stockport being the most economically significant. The challenge for the LTP will be to ensure that transport supports the major regeneration plans that exist for each of the centres, so that footfall is maximised, whilst reducing carbon emissions.

It will also be important to support the role that smaller town centres can play in the provision of local services and to maximise the role of sustainable transport in improving access.

Manufacturing/Logistics Sites

Planning permission has been granted for a multi-modal freight interchange at Port Salford, on a site at Barton on the north bank of the Manchester Ship Canal, immediately west of the M60. This

will become an important logistics hub for the west of the conurbation, utilising waterways and links with the Port of Liverpool, and also providing an intermodal rail terminal and rail linked warehousing. Opportunities for larger scale manufacturing and/or logistics have also been identified at Carrington (Trafford) and Cutacre (Bolton). Each of these locations will require additional infrastructure in order to bring forward development.

Other significant locations

In addition to these key locations there is a need to improve access to significant employment sites that are already under development: at Ashton Moss (in Tameside and Wigan South Central). There are also locally significant new development areas, both residential and employment, in each of the ten Districts' Core Strategies. Examples of these are: Hollinwood (Oldham), Horwich (Bolton), north of Bury, Northleigh (Wigan), Rochdale West, south of Hindley (Wigan), 'Trafford Centre Rectangle' (Trafford) and Woodford (Stockport). Where a need for access improvements has been identified, the Local Area Implementation Plans set out the approach of the local authorities to supporting this development, and schemes could be brought forward within the timescales of this strategy, subject to the development of business cases and the availability of funding.

Significant private sector-led economic growth has been proposed for the Liverpool-Manchester corridor, branded as the 'Atlantic Gateway'. A focussed list of projects has been developed by the promoters, aimed at delivering economic growth through, for example, improved port infrastructure, science and innovation, enhanced connectivity (rail and broadband) and provision of sustainable energy. Port Salford is included in the programme but other projects, outside Greater Manchester, have the potential to drive economic growth and will therefore have implications for transport to and from Greater Manchester. We will need to work closely with the private sector as well as the Local Economic Partnerships for Greater Manchester, Liverpool City Region, Cheshire and Warrington to deliver any required infrastructure.

Other key sites outside Greater Manchester, that could be brought forward during the timescale of this plan and could have significant transport implications, include Omega (Warrington) and Parkside (St Helens). We will work with neighbouring authorities as proposals are developed, particularly in terms of the impact on the west of the conurbation.

Key Sports and Leisure Destinations

Greater Manchester is home to a wide range of major leisure destinations, from rural-based activities on the fringes to a number of nationally recognised museums and significant entertainment destinations in the main centres, together with the greatest concentration of Premier League football outside the capital. There is an ongoing need to manage the impact of major sporting and other leisure events on the transport network.

3.3. Key Transport Issues

Public Transport

Greater Manchester's transport strategy has been to manage the additional demand for travel by encouraging more commuting by public transport. This has been supported by local planning policies that have focused primarily on encouraging the growth of Manchester city centre and our other main town centres, which are generally more accessible by public transport. This has been successful in supporting a growing economy to date and, as a result, since the start of our first LTP:

- local rail travel has increased from 17 million journeys in 2001/2 to 22.7 million in 2009/10
- Metrolink travel increased from 18.3 million journeys in 2001/2 to 20 million journeys in 2008/9, and although this subsequently fell back to 18.7 million during 2009 while the system was closed for upgrades, it had already recovered to 19.1 million journeys by the summer of 2010; and
- Overall local bus travel has remained fairly stable, increasing slightly from 223 million journeys in 2001/2 to 227 million in 2009/10.

In particular, there has been a significant increase in the proportion and number of peak-time commuting trips into Manchester city centre over the past decade, with public transport, cycling and walking now accounting for 70% of morning trips into the city centre compared to 61% in 2002. This has been achieved while the overall volume of peak-time travel into the centre has increased. However, this growth in demand for public transport is such that it has resulted in growing issues of overcrowding on the local rail and Metrolink systems in particular.

We have been successful in recent years in securing Government funding for additional trams on the Metrolink system, which are now coming into service, to address the immediate overcrowding problem. The expansion of the network, which is now underway, will enable the system to support significant further demand for tram travel.

We have targeted significant investment from GMITA/PTE, local highway authorities and bus companies, to secure improvements in bus performance particularly through the Quality Bus Corridor (QBC) programme. This programme has delivered improvements to service reliability, journey times and passenger facilities and led to significant increases in patronage on some corridors.

However, the following challenges remain:

- Rail overcrowding is a significant issue⁹ and we have been working closely with the DfT for some time to secure the additional carriages that are essential to allow local rail services to build upon the success of recent years;
- The capacity of the local rail system is limited, and expansion depends on delivery, by Network Rail, of the 'Northern Hub' project which is designed to provide the capacity for additional train services to pass through the central Manchester stations. The Northern Hub is also important in improving connectivity to other northern cities such as Leeds, Liverpool, Preston and Sheffield, and is supported on a wide basis across multiple authorities. This is a stated priority for Network Rail;
- Despite patronage growth on some corridors, levels of overall bus usage have remained static over the last 10 years. There is a need to ensure that the network does not contract, as a result of the current financial pressures, to the detriment of the most vulnerable users; and
- To achieve significant modal shift, the bus network needs to attract more commuters. Whilst high quality services are being delivered by the best operators, particularly on the QBCs, quality on the rest of the network needs to be raised.

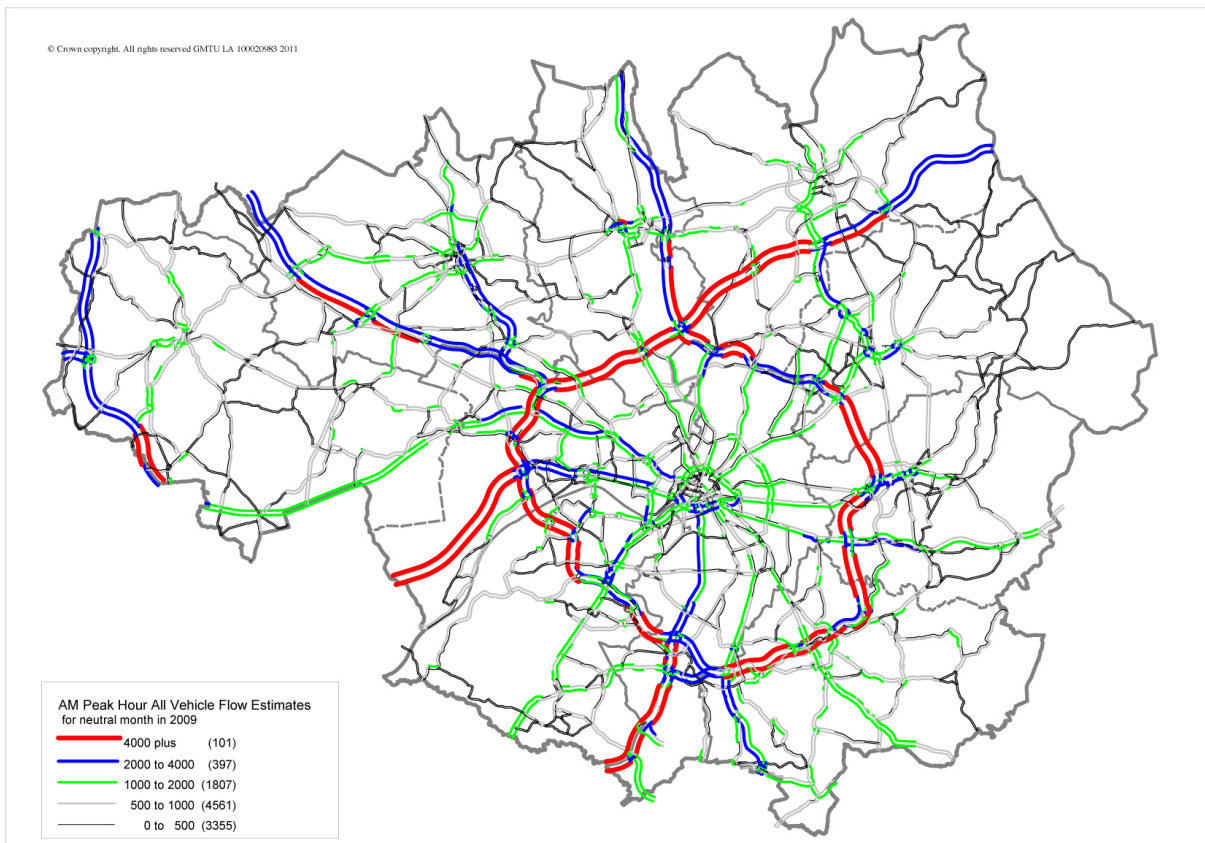
⁹ National Passenger Survey, Autumn 2010, Passenger Focus

Car Travel

The growth in the economy and the increase in car ownership have also led to an increase in overall road travel in Greater Manchester. Nationally, 72% of all adults aged 17 and over (an estimated 34.5 million people) held a full car driving license in 2008¹⁰. Locally this has been managed to a reasonable degree through the completion of the M60 motorway at the start of the last decade, which has acted as a short-term pressure valve, and also by the increase in public transport travel discussed above. As a result:

- the total number of vehicle kilometres on A-roads has remained steady over the decade (see figure 3.2);
- the number of serious accidents around the local road network fell significantly during the last decade; and
- the number of morning peak car journeys into Manchester city centre has reduced by 15% over the last ten years, whilst total commuting numbers have increased, with journeys transferring onto public transport, cycling and walking alternatives.

Figure 3.1: Traffic Flows (Motorway, A and B Roads)



¹⁰ Transport Trends 2009, Department for Transport

However, some significant challenges remain:

- the total number of vehicle kilometres on the local motorway system (see Figure 3.2) has increased by 25% since 2000 (the year in which the M60 motorway ring was completed), presenting challenges on many key sections, with average speeds of just 34 mph across the motorway system in the morning peak period;
- capacity pressures on sections of key radials into Manchester City Centre, particularly the Inner Ring Road, require improvements, along with routing and traffic management changes, to more effectively distribute traffic around, instead of through, the city centre;
- 80% of cars on key commuting routes in the morning peak have just the driver on board;
- there are some areas of the conurbation where congestion causes serious issues for local communities;
- much of the previously available capacity on public transport, particularly on rail and Metrolink systems, into Manchester city centre has now been taken up;
- car trips still account for nearly 60% of all commuting trips into the other key Greater Manchester centres outside Manchester city centre; and
- emissions from road traffic accounted for over 60% of all NO₂ and PM₁₀ (particulate) emissions in Greater Manchester in 2006¹¹ (and the fact that these are emitted at ground level means they have a significant impact on human health); and
- road traffic is a major source (27%) of carbon emissions in Greater Manchester¹².

Walking and Cycling

In recent decades, the growth in car ownership and use has resulted in a decline in cycling and walking. Although the number of walking trips rose by 2% between 2003/4 and 2007/8, this has not been enough to reverse the previous downward trend. Around 15% of people commuting by car travel less than 2km (just over 1 mile) – and more than 30% of car commuters travel less than 5km (around 3 miles). This represents a major opportunity for modal shift, which will be beneficial to health and will reduce both local congestion and global carbon emissions. The challenge is to make car drivers aware of the opportunities and benefits of making at least some of their journeys by cycle or on foot where possible.

Measures put in place over the last ten years to improve safety, provide infrastructure and promote sustainable travel have had some success as follows:

- the number of people cycling has increased by 17% since 2005; and
- surveys have recorded higher levels of people walking into key centres during the morning peak.

There are further opportunities for increasing cycling to work, particularly by improving the environment for cyclists along key routes to major employment destinations, such as The Corridor, Manchester City Centre and the other major town centres, by re-routing general traffic, reallocating road space to buses and cyclists and investing in cycle infrastructure and parking.

¹¹ EMIGMA Atmospheric emissions inventory for Greater Manchester

¹² Manchester: The Green Energy Revolution Final Report (2005). Quantum Strategy & Technology & Partners

However, there are significant challenges in bringing about the culture change that would make walking and cycling the natural choice for many short journeys. Safety, both in terms of protecting walkers and cyclists from motorised traffic and increasing personal security, is vital in this respect. While safe, off-road routes can be provided, safety also needs to be improved for vulnerable road users throughout the network.

Cycling has a raised profile in Manchester due to the presence of the national cycling team at the Velodrome and the promotional 'Skyrides' run by British Cycling (in conjunction with Sky Broadcasting and Manchester City Council) and we need to build on this in terms of encouraging people to try cycling for their everyday journeys.

While planning policies in recent years have reduced the number of new out-of town developments, many key facilities are located beyond walking or cycling distance, so many day to day activities require motorised transport. A lack of secure cycle parking at many stops and stations means that the potential to combine cycling with public transport for longer journeys is not being realised. New developments are often designed to provide good access for cars, but pay less attention to access by bike or on foot. They fail to provide convenient direct routes or not providing sufficient cycle parking.

Overarching Transport Issues

We have developed a strong understanding of the travel-related issues facing Greater Manchester residents, workers, businesses and other stakeholders¹³ through extensive strategic consultation activity. The key issues that are most regularly raised include:

- **Environmental and public health concerns.** An increasing number of people and businesses across Greater Manchester recognise the carbon and air quality implications of travel by car, and are looking for alternative travel options that fit with their busy lives (this reflects the national picture: a 2006 survey¹⁴ showed that 46% of respondents were willing to reduce their overall car use). Traffic noise is also a significant concern for many Greater Manchester residents. Many communities live alongside the roads with the heaviest traffic flows and highest levels of pollution. The impacts in terms of health and wellbeing, pollution-related illnesses, road accidents and community severance, are felt disproportionately by people in lower-income groups (who tend to live in these areas) and particularly by children.
- **Accessibility.** Most people and businesses feel that it is important to ensure that our local transport system is accessible for all, including people with disabilities and those on low incomes. People who live away from the main routes, especially in rural areas, are concerned about infrequent (or sometimes non-existent) public transport services. There is a growing recognition of the need to better integrate travel considerations into housing and commercial developments.

¹³ Including local authorities, voluntary and community groups, local councillors and Members of Parliament

¹⁴ 'A review of public attitudes to climate change and transport', Department for Transport, 2006

- Changing patterns of working and living. Modern lifestyles and working patterns are increasingly cited as presenting challenges for people and businesses in using more sustainable forms of travel. The need for more flexible ticketing systems and better services outside traditional "9-to-5" pattern are increasingly highlighted as key obstacles to using public transport.
- Integration/end-to-end journeys. Businesses and residents continue to highlight the importance of integrated transport service provision, ticketing and information in enabling them to travel most effectively (including for longer, cross-boundary journeys) and by the most appropriate form of transport as they go about their daily lives.

3.4. Views of the Travelling Public and Businesses

Existing consultation and survey information

We are keen to ensure that our transport investment priorities fit closely with the needs of local residents, workers travelling into the conurbation and local businesses, whilst also recognising the needs of traffic passing through the area, particularly on the M60. The work to develop the LTP3 strategy has benefitted from a large volume of consultation and survey data over recent years. As a result, we have a clear view of how users (and non-users, in the case of public transport) of the various forms of transport see the priorities for making improvements. An understanding of these priorities has been used to develop the strategy, and the key points are set out below.

Transport for Greater Manchester carries out a Multi Modal Tracking Survey of residents in Greater Manchester twice a year and this provides a clear set of priorities for improvements to services for public transport and car users. Four key priorities are common to all users of bus, train and tram:

- having a service which is reliable and on time;
- having fares that are affordable;
- having clear and accurate information available for users; and
- having vehicles that are clean and comfortable inside.

Regular bus and Metrolink users are also looking for a frequent service during the day and personal safety at all stages of the journey. Metrolink users think that quick journey times at rush hours are important, whereas rail users feel that it is important to be informed about delays to your journey. Frequent bus and rail users also prioritise seat availability. The Multi Modal Tracking Survey shows that disabled travellers have very similar priorities to those described above. The main difference is that they do not prioritise a quick journey during peak time or rush hours, but do feel that it is important to have vehicles that are easy for everyone to get on and off.

Non users present very similar priorities to public transport users, with reliability, affordability and a frequent service during the day common to all modes. Non users of bus and Metrolink think clear and accurate information and personal safety are important, whilst non users of rail feel that keeping people informed about delays and seat availability are also key.

The priorities for road travel, as described by car drivers and passengers, are:

- affordable running costs;
- the cost and ease of car-parking;
- quick journey times during peak times and rush hours; and
- good signage to main towns and local centres.

Recent strategic consultations have gathered significant amounts of feedback on the priorities of walking and cycling groups. Pedestrians would like to see:

- improved pedestrian crossing facilities, as well as crossing patrols and other walk to school initiatives;
- improved street lighting and route design to enhance personal safety and security;

- improved signage, maps and information on pedestrian routes;
- improved footway surfaces (particularly for wheelchair users, parents with pushchairs etc);
- development of attractive recreational walking routes;
- traffic management / speed controls in support of pedestrian safety; and
- improved signage and information on pedestrian routes.

Cyclists have identified the following priority areas:

- protection of cycle lanes from other (moving and parked) road traffic through traffic management and speed control measures;
- maintenance and signing of cycle lanes;
- network-style development of safe cycle routes along key commuting corridors;
- development of integration between cycle and public transport journey opportunities;
- safe, secure and well maintained cycle parking at key destinations and public access points;
- cycling promotion, through development of further cycle training opportunities for all ages; and
- the potential for the carriage of cycles on trams.

Finally consultation responses have also revealed the priorities of businesses which transport goods throughout the conurbation, particularly those that use the M60. Freight operators would like to see:

- consistency of journey times, a result of concerns over traffic levels;
- clear and accurate information on preferred freight routes and, potentially, real-time network incidents;
- improved access for deliveries to key distribution sites, major developments and town centre destinations;
- HGV network priority opportunities; and
- lorry parking and driver rest opportunities.

LTP3 Consultation

In addition to our regular monitoring of public opinion on transport issues, and the evidence from recent consultations (notably that carried out in 2008 in relation to the Transport Innovation Fund Bid), a twelve week period of consultation on LTP3 was carried out between 4 October and 24 December 2010. This included businesses, disabled groups, young people, other stakeholders, and the general public as a whole.

The consultation period provided an opportunity for all stakeholders and residents of Greater Manchester to shape the final LTP3 strategy. A draft version of the LTP3 strategy was provided for comment during the consultation period.

The consultation was promoted through widely-used channels to target a mass audience, as well as via a targeted approach to specific stakeholders, groups, and organisations. All information relating to the consultation, including background documents, frequently asked questions, and an online

response form, were placed on a dedicated section of GMPTE's website (www.tfgm.com/LTP3), with links from the District and AGMA websites.

There were over 900 responses to the consultation, with submissions being made from all stakeholders, including local authorities, MPs, businesses, community organisations, interest groups and local residents. There were 26,626 page views on the LTP3 micro site, and the full draft strategy was downloaded nearly 1,500 times.

Local residents and individual businesses generated a total of 1,655 specific comments, which can be broken down as follows:

Number of Comments	
General Comments on Overall Strategy	276
Bus Issues	377
Rail Issues	313
Metrolink Issues	169
Cycling & Walking Issues	163
Fares & Information Issues	159
Highways Issues	126
Greener Transport Issues	43
Healthy & Safe Travel Issues	29

The comments were largely supportive of the strategic direction of the Local Transport Plan, although there were a number of comments seeking greater emphasis of specific elements of the Plan or raising specific details that the respondent wished to see within a particular measure. In other cases, the consultation responses were very helpful in highlighting contextual factors that will help boost the strategic case that has been laid down in the draft LTP3 core strategy.

A summary of the main suggestions and comments received is included below, with more detail being available in the Consultation Report, available on the website www.tfgm.com/LTP3.

Number of Comments

Area	Comments
General Comments on Overall Strategy	<ul style="list-style-type: none"> • Need greater detail on proposals and greater clarity on local proposals in a range of localities • Highlight the role of the local waterway • Greater emphasis on the role of cycling and walking across the strategy.
Bus Issues	<ul style="list-style-type: none"> • Alternative proposal for heavy rail link instead of Leigh-Salford-Manchester guided busway • Need to improve bus network coverage in certain areas/to certain destinations. • Need for improved reliability. • Concerns about fare levels and perceived value for money.

Area	Comments
Rail Issues	<ul style="list-style-type: none"> • Encouraged the use of the East Lancashire Railway for commuting purposes • Highlighted a range of new rail station proposals. • Highlighted the importance of tackling overcrowding. • Comments on sub-optimal service frequencies.
Metrolink Issues	<ul style="list-style-type: none"> • Encouraged the development of future Metrolink options. • Support for planned extensions.
Cycling & Walking Issues	<ul style="list-style-type: none"> • Encouraging the development of cycle lanes/paths. • The importance of cycle promotion activities. • Revisited the call for cycle carriage on Metrolink. • Integrated Greater Manchester cycle route network along with cycle training for both adults and children
Fares & Information Issues	<ul style="list-style-type: none"> • Support for smartcard introduction. • An integrated transport card, encouraging the development of multi-operator ticketing arrangements. • Concerns about fare levels being too high. • Encouraged various forms of real time passenger information.
Highways Issues	<ul style="list-style-type: none"> • Concerns over traffic levels on Greater Manchester roads. • 20mph speed limits should be introduced for residential areas.
Greener Transport Issues	<ul style="list-style-type: none"> • Potential to develop car clubs. • Workplace Travel Plans, including car sharing schemes, to be implemented by all employers
Healthy & Safe Travel Issues	<ul style="list-style-type: none"> • Community street audits to identify improvements needed.

The feedback received from public consultation was used to validate the approach adopted in the strategy and to make changes to it, as appropriate.

3.5. Cross-Boundary Issues

Greater Manchester is closely connected with neighbouring areas, not least because of the significant in and out-commuting flows. We are in regular contact with neighbouring authorities to develop joint approaches to issues of common interest. These main cross-boundary issues are set out below.

Geographical Area	Issues to Address	3rd Party Issues
East Lancashire	<ul style="list-style-type: none"> Poor transport connectivity between East Lancashire and Greater Manchester 	<ul style="list-style-type: none"> Frequency, poor performance and overcrowding of rail services Priority rail schemes: Todmorden Curve, Rawtenstall link to Manchester Clitheroe-Manchester rail improvements Congestion on M66 and A56
West Lancashire	<ul style="list-style-type: none"> Limited parking at Southport line stations Kirby line electrification (potential opportunities for Wigan) 	<ul style="list-style-type: none"> Cross boundary fares
West Yorkshire	<ul style="list-style-type: none"> Improved links to Salford Quays and Manchester city centre from Calderdale Poor bus provision from Kirklees, particularly to employment hubs 	<ul style="list-style-type: none"> Improvements to Calderdale rail line Northern Hub Cross boundary fares Direct access to Manchester Airport Improved rail connections from Kirklees (including intermediate stops eg Dewsbury) and less overcrowding

Geographical Area	Issues to Address	3rd Party Issues
South Yorkshire	<ul style="list-style-type: none"> • Slow and unreliable road links • Need to increase use of sustainable transport in Longdendale area 	<ul style="list-style-type: none"> • Northern Hub • Slow unreliable rail services • Trans Pennine rail improvements • Rail service improvements in Hope Valley • Re-opening of Woodhead Tunnel • Manchester Airport access
Derbyshire	<ul style="list-style-type: none"> • Proposed new station at Gamesley • Road congestion, including the A628 and the M67, and overcrowded public transport from Glossop: improved public transport needed • Impact of traffic on Peak District National Park 	<ul style="list-style-type: none"> • Cross boundary fares
Cheshire East	<ul style="list-style-type: none"> • Improved access to Airport from key employment sites • SEMMMS road scheme and public transport improvements • Impact on Poynton of development at Woodford (Poynton Bypass and public transport improvements needed) 	<ul style="list-style-type: none"> • Northern Hub • Network stress on M56/A556 and M6 corridors • Cross boundary fares
Merseyside/St Helens/Warrington	<ul style="list-style-type: none"> • Port of Liverpool expansion as part of 'Atlantic Gateway' will benefit the Port Salford development • Potential of Smartcard for cross-boundary ticketing • Joint approach needed to M62 & A580 improvements • Joint approach to public transport provision in the Culcheth, Ashton, Newton-le-Willows and Golborne areas • Joint approach to park and ride (Warrington) • Omega development 	<ul style="list-style-type: none"> • Northern Hub • Service patterns in rail franchise renewal • Rail speed improvements Liverpool-Manchester • Cross border fares • Motorway congestion

Based on the above, many of the cross boundary issues shared with neighbouring authorities relate to the rail network: overcrowding, lack of scope for growth, fare levels, poor access to Manchester Airport and requirements for station improvements. Our common agenda will therefore be centred on:

- the early priority of extra capacity on today's trains;
- a close involvement in the 2012/13 Northern, Trans-Pennine and West Coast re-franchising in which the policy must both lead to lower costs per passenger mile and which accommodate growth; and
- Northern Hub improvements, which are critical towards the end of the decade, as this would yield long term economic benefits for the whole area.

Issues relating to cross boundary traffic movement relate primarily to the national road network (motorways and trunk roads). Our short-term priority will be to work closely with the Highways Agency to develop a common approach to managing the highway network and the demand for use of that network eg through measures which encourage the use of more sustainable modes.

The protocols we have developed with the Highways Agency and Department for Transport/Network Rail will enable us to work with these national agencies to develop shared solutions on a number of these issues, not only for Greater Manchester, but the wider area.

3.6. Integrated Assessment

In accordance with Department for Transport guidance, the draft LTP strategy and Local Area Implementation Plans were subject to a process of Integrated Assessment (IA), covering Strategic Environmental Assessment, Health Impact Assessment, Equalities Impact Assessment and Habitats Regulations Assessment. The purpose of IA is to ensure that the impacts of the strategy on the environment, human health and equality and diversity issues are assessed prior to the adoption of the strategy, so that adverse effects can be avoided and the principles of sustainable development are incorporated at an early stage. Integrated Assessments will be undertaken separately in advance of delivery.

The topics covered by the IA, as agreed during consultation on the scoping stage were: air quality, noise, climatic factors, biodiversity, flora and fauna, cultural heritage, water, landscape and townscape, human health and population, economy and diversity. The key findings in relation to each of these topics are summarised below.

Air Quality

The measures aimed at bringing about a behavioural change, to travel by sustainable modes (public transport, walking and cycling), are likely to contribute to reducing overall emissions on the key radial routes into the Regional centre, other key centres and through some of the most deprived neighbourhoods.

Noise

There is a risk of changes in noise levels in areas adjacent to major physical infrastructure schemes. Mitigation measures should be put in place at the design stage.

Biodiversity and Ecological Impact (including habitats)

It is unlikely that there will be any significant impact. However, some schemes are likely to affect some locally important sites and mitigation will be necessary to ensure that wildlife connectivity is maintained and that the options and designs adopted minimise any impacts.

Landscape, Townscape and Heritage

Town centre interchange proposals have the potential to improve the townscape. However the impacts of roads and other physical infrastructure schemes, eg in terms of landscape, townscape, noise and light, will need to be mitigated in the detailed design. Any impacts on heritage are expected to be minor.

Surface Water

The development of transport infrastructure can cause surface water features to be modified and there is a risk of pollution to surface and groundwaters during both construction and operation. However no significant impacts are envisaged as localised impacts can be minimised through appropriate environmental assessment and management measures.

Health

The strategy has the potential to deliver significant health benefits through improved accessibility and the clear commitment to increasing the levels of walking, cycling and public transport use.

Equality

A number of measures have the potential to improve the life chances of residents, by ensuring that the transport network supports the local economy. However, low income households will suffer disproportionately from rises in public transport fares, since they are more likely to use public transport. Minority groups, who are often concentrated in low income households, are likely to be impacted, as are children and young people.

It will be important to ensure inclusion for all sections of the population, including those in rural areas.

Economy

The strategy has the potential to support the future development of the area's economy, since it is compatible with the recommendations of MIER and supports the GMS.

Based on the above, we are confident that there will be no major adverse impacts as a result of the strategy and that localised impacts can be mitigated at the design stage through our normal procedures.

In addition to assessing the impacts of the strategy, the Integrated Assessment made a number of recommendations for its further development and we have incorporated these in the final version of the strategy. It is encouraging to note that these suggestions were also made by stakeholders in the consultation. The resulting changes made to the strategy include:

- placing greater emphasis on active travel measures to support health and environmental objectives;
- including a statement of support for 20mph limits in residential areas, where these have community support, as a way of encouraging more cycling, walking and community interaction;
- increasing the integration of Rights of Way into the wider walking network;
- making clearer reference to the issues of bus network coverage and our approach to resolving them; and
- making greater use of the canal network.

The full IA report is available on the website, www.tfgm.com/LTP3.