

Greater Manchester's third Local Transport Plan 2011/12 – 2015/16

Summary document





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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



Lord Peter Smith
Chair, Greater Manchester Combined Authority



Councillor Keith Whitmore
Chair, Transport for Greater Manchester



Metroshuttle 3
Piccadilly Station

METROSHUTTLE

YJ60 KDO

What is the Local Transport Plan?

Greater Manchester published its third Local Transport Plan in April 2011, setting out the plans and spending priorities of Transport for Greater Manchester, the ten Greater Manchester Councils and other key partners in the short, medium and longer term.

The Plan includes a Long-Term Strategy outlining our transport vision for the next fifteen years; together with a series of detailed Local Area Implementation Plans which set out our collective spending plans for the next four years, up to 2015.

Background

Overview of travel in Greater Manchester today

The demand for travel into and across Greater Manchester has risen since the early 1990's. 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 to manage the impact of this rise in activity on traffic 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 success has created problems of overcrowding on trams and, in particular, on our local rail system. It has also illustrated the need for buses to make a greater contribution to reducing congestion 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 along some of our busiest corridors. Additional trams are now coming into service to ease peak-time overcrowding resulting from the success of the tram system. The network has recently been extended to MediaCityUK. Work is currently under way to deliver Metrolink to Oldham, Rochdale, East Manchester, Ashton-under-Lyne, Chorlton-cum-Hardy, East Didsbury and Manchester Airport. This will help to manage the impact of economic growth by attracting a further five million trips on to trams and out of private cars.

The rail system is particularly important for economic growth. It has the scope to both support more commuting and to provide crucial links between our economy and markets elsewhere in the UK. In the short term, 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. We are therefore working with Network Rail to develop a strategy to expand the rail network through the Northern Hub project, which will benefit both Greater Manchester and the north as a whole. 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 improved, particularly on our network of Quality Bus Corridors, as has the overall quality of vehicles. During the last ten years of LTP1 and 2 we have improved waiting facilities and been involved with the building of several new bus stations, thus offering an improved journey experience. 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 both maintain high standards on QBC routes and raise standards to a comparable level across the wider network. 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. 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 transport, not just public transport. These enhancements should offer better value for money and fit with the complexity of modern lifestyles.

The current levels of congestion and concerns over general health have highlighted the need to consider how more of us could walk or cycle for some journeys. Currently around 15 per cent of people commuting by car travel less than 2km (just over 1 mile) and more than 30 per cent of car commuters travel less than 5km (around 3 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 in our communities.

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.

How has our long-term strategy been developed?

Local and national strategies/policies

Our Long-Term Strategy has been underpinned by a large number of local and national strategies and policies.

The key driver in this regard has been the Greater Manchester Strategy, which was published by the Association of Greater Manchester Authorities (AGMA) in 2009 and which sets out the key priorities to enable the conurbation to achieve its economic potential.

Another core element of the strategic context for our Local Transport Plan has been the new governance arrangements for Greater Manchester which came into force in April 2011. Under these new arrangements, the Greater Manchester Combined Authority was established to extend the scope of the work started by the voluntary co-operative body of AGMA. This gives us a far greater level of local control over some of the areas of policy, administration and investment previously managed at a national level.

As part of these new arrangements, the Greater Manchester Integrated Transport Authority (GMITA) has been abolished and its functions, property, rights and liabilities transferred to the newly established Greater Manchester Combined Authority, with many of GMITA's former functions then delegated to the newly established Transport for Greater Manchester Committee. The establishment of Transport for Greater Manchester has included the agreement of a series of new protocols with the Department for Transport and other relevant statutory bodies in relation to the planning and management of our rail and highway networks. Our long-term strategy has been developed with a view to capitalising on the opportunities provided by these new governance arrangements, in conjunction with the new Local Enterprise Partnership (LEP) for Greater Manchester.

The development of our Long-Term Strategy has also taken cognisance of the policies and priorities of the Government, particularly in relation to the key areas of economic growth and environmental sustainability. It is very much intended that our Core Strategy will provide a strong strategic basis from which to capitalise upon new funding opportunities such as the Local Sustainable Transport Fund and Regional Growth Fund.

Partnership working

Our long-term strategy has been developed in a spirit of partnership, with officers from the organisations which now form Transport for Greater Manchester working in conjunction with representatives from the ten Local Authorities of Greater Manchester. Extensive engagement with key stakeholders across the public and private sectors has taken place throughout the development of the Strategy.

Public 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 targeted partner organisations, businesses, the voluntary sector, disabled groups, young people, other stakeholders and members of the public.

The consultation period provided an opportunity for all stakeholders and residents 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 to target a mass audience; and also 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, with links from the partner websites including District Councils and AGMA. There were over 26,000 page views on the LTP3 micro site, and the full draft strategy was downloaded nearly 1,500 times.

There were over 900 respondents to the consultation, with submissions being made from all stakeholders, including local authorities, MPs, businesses, community organisations, interest groups and local residents. The comments were largely supportive of the strategic direction of the Local Transport Plan, and 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 a number of cases, the consultation responses were very helpful in highlighting contextual factors that helped to boost the strategic case set out in the draft core strategy.

The feedback received from the consultation was used to validate the approach adopted in the strategy and to make changes to it, as appropriate. The Consultation Report, which details the suggestions and comments received, is available on the website [**www.tfgm.com/LTP3**](http://www.tfgm.com/LTP3)



What are our aims and objectives?

Our core objectives for LTP3 are as follows:

- To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business;
- To ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change;
- To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties and that other adverse health impacts are minimised;
- To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities; and
- To maximise value for money in the provision and maintenance of transport infrastructure and services.

How will our long-term objectives be delivered?

Overview

We will deliver the objectives set out above through the implementation of a range of projects, service improvements and initiatives which, subject to funding, will be across the full range of Greater Manchester's transport modes. Central to all of these interventions will be the desire to bring forward improvements which help strengthen Greater Manchester's economy, whilst simultaneously encouraging people to use active and sustainable modes of travel (namely walking, cycling and public transport) for more of the journeys that they need to make.

The projects, service improvements and initiatives through which we aim to deliver our objectives can be broadly split into the following main areas.

Promoting travel choices

The substantial improvements to our local public transport system that the projects included in the Greater Manchester Transport Fund will bring about, will ensure that there is significant growth in travel by modes other than the private car. However, improvements to services and infrastructure for public transport, walking and cycling will not, on their own, be enough to bring about the changes in travel behaviour that we wish to see.

People also need to be aware of their travel options for particular journeys; be able to obtain their tickets for these journeys in a simple manner; and be able to interchange between different modes, when necessary, in a straightforward and convenient way.

Each of the individual improvements we are looking to bring about will help to encourage or 'nudge' travellers to change their travel behaviour. To achieve the level of change in travel behaviour that we wish to see, a complementary package of measures is needed which, when taken together, will make it easier for people to choose more active and sustainable ways of travelling.

The way in which the different parts of the overall strategy contribute to this is shown below.

LTP3 Measures - Short Trips (up to 5 kilometres or up to 3 miles)	LTP3 Measures - Longer Trips (5 kilometres+ or 3 miles+)
Primary Modes: Walk, Cycle, Bus	Primary Modes: Bus, Tram, Train
Improved walking & cycling routes to key local transport destinations	Cycle parking at public interchanges
Neighbourhood traffic management (eg speed reduction)	Walking routes to public transport interchanges
Key routes prioritised for maintenance	Smart ticketing
Promote health benefits of Active Travel	Better information, including real time
Pedestrian-friendly new development	Local bus service improvements/DRT
Highway measures to improve safety & accessibility for pedestrians & cyclists	Bus priority measures for journey time reliability on key routes
Cycle training	Better quality bus services
Cycle parking at key local destinations	Major development with good public transport access
Cycle hire	More capacity on trams and trains
Cycle centres	Safe and secure public transport
Smarter Choices promotions	
Workplace, school and community travel plans	
Personalised travel planning	
Integrated call centre	

At the heart of our approach will be the promotion of Smarter Choices. These are techniques which influence people's travel behaviour so that they make more use of active and sustainable modes. Examples include encouraging school, workplace, community and individualised travel planning; improving public transport (including improvements to information provision and ticketing); promotional / marketing activity including travel awareness campaigns; supporting and promoting cycling and walking (including infrastructure improvements and cycle training for both adults and children); websites for car share schemes; and establishing car clubs and encouraging tele-working.

Public transport

- **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, Rochdale and Wythenshawe; and
- A future scheme for a new Stockport interchange and associated town centre access improvements.

At the same time, and as funding permits, we will seek to improve the coverage of the bus network, including more orbital and door to door 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 / sensory accessibility at bus stations and bus stops.

To ensure that more buses reach the standards now being demonstrated by the best local services, we will improve working arrangements with bus operators and review how we make the best use of the subsidies which are provided by Transport for Greater Manchester to bus operators to provide bus services which are not commercially viable.

This will include:

- Using our new code of conduct for bus operators, which includes 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, subject to funding, particularly in the evenings and on Sundays; and
 - Targeted partnership agreements with bus operators on major corridors.
- **Door-to-door transport**

Door-to-door transport (eg taxis and private hire vehicles, Community Transport, Demand Responsive Transport and Ring and Ride) is vital for people who are not able to use conventional public transport. However, it also has the potential to improve local accessibility, particularly linking communities with jobs, in areas where public transport does not provide these links. It can, therefore, play a significant role in increasing productivity in the conurbation. We will:

- Work with taxi licensing authorities to provide a more consistent approach across the conurbation;
 - Continue to provide Ring and Ride and Local Link services;
 - Maximise the use of Community Transport in providing services; and
 - In the long term, develop a 'one-stop shop' call centre for all door-to-door services.
- **Delivering the Metrolink vision**

We will deliver new Metrolink lines to:

- East Didsbury;
- Ashton-under-Lyne;
- Oldham and Rochdale (including extensions to the town centres); and
- 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 also develop options to bring Metrolink to Stockport. These schemes are subject to the availability of funds.

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

Improving the existing Metrolink system will remain 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 and provide new park and ride sites at a number of locations across the expanded network.

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 on the rail network depend on investment decisions made by the rail industry. As part of Greater Manchester's new governance arrangements, we are developing more effective working systems with the Department for Transport, Network Rail and train operators to help ensure delivery of our requirements, particularly:

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



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

Our plans will also 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, ticketing and information**

Our aim is to achieve 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 improve the communication of travel information.

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

Active travel

Active travel, through walking and cycling, plays a central role within our overall strategy and will bring about significant benefits to public health and safety, the environment and the cohesion of our communities. The Government's new Local Sustainable Transport Fund is a major opportunity for the delivery of significant improvements in relation to this area.

As funding allows we will develop highway and footway management systems to encourage 'active travel', so that more people make their shorter 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 continue to improve 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 plan to introduce innovative solutions to encourage more cycling and are looking closely at cycle hire schemes and other promotional initiatives in other cities.

Highways and freight

- **Managing our highways**

Our approach to our highways will be twofold – to maintain local road quality and to best manage demand on our major roads. This approach will be underpinned by the new protocols with key agencies which have been agreed in relation to the highway network. 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, as funding allows, to establish a Greater Manchester Traffic Control Centre for incident and routine management and to make accurate, reliable and up-to-date travel information available for all road users.

On local roads we will continue to implement 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.

A limited number of new roads are planned where it can be demonstrated that they benefit the economy. These will include the Ashton Northern Bypass Stage 2; and, subject to funding, SEMMMS, A6 to Manchester Airport Relief Road; and Wigan Inner Relief Road. We will also seek to deliver, again subject to funding, an integrated transport solution (the Longdendale Integrated Transport Strategy) to address traffic and transport problems within the Longdendale area.

- **Car parking**

We will seek to deliver a balanced approach to car parking that provides sufficient capacity to support economic growth whilst simultaneously restricting demand in order to encourage the greater use of sustainable transport.

Transport for Greater Manchester and the District Councils will work together to ensure appropriate levels of car parking are available in town centres and for new developments; and to deliver increased Park and Ride capacity at public transport stops and stations across Greater Manchester. We recognise that car parking issues are of particular interest to disabled people, both as drivers and users of local facilities, and we will therefore seek to ensure that their needs are fully reflected in future policies and projects.

A number of new Park and Ride sites will be delivered in conjunction with the Leigh Salford Manchester busway and, as previously mentioned, the current programme of Metrolink extensions. We will seek to deliver further increases in capacity across Greater Manchester's rail, Metrolink and bus transit networks.

- **Freight**

Greater Manchester's economy can only function with the support of effective freight transport and logistics. Our aim is therefore to improve the efficiency and reliability of freight movement, whilst minimising its environmental impact and improving safety. Our policies for freight are closely linked to those for highways management, rail, road safety, air quality and low carbon.

- **Demand management**

A level of demand management will be necessary to complement the proposed improvements to public transport, walking and cycling and to encourage people to use our improved facilities. Therefore, whilst we are not bringing forward any proposals for congestion charging, we will continue to use a variety of other measures appropriate for specific locations to keep demand under control. These will be based upon the principles of reducing the need to travel; allocating more space on the roads for pedestrians and cyclists where appropriate; and adopting parking policies that make long stay commuter parking less attractive.

- **Asset management and highways maintenance**

The highway network is the backbone of the economy, with virtually all freight movements relying on it for at least some part of their journey. Furthermore, a successful passenger transport system, and in particular the delivery of Quality Bus Partnerships, is contingent upon the existence of a high quality, safe, efficient and reliable road network.

We will therefore be seeking to maximise the value for money the Greater Manchester authorities can obtain from highways maintenance and asset management budgets (including roads, bridges and associated structures), as well as exploring innovative ways to bring in additional funding for this vital work.

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.

Wider Issues

- **Safe and secure travel**

We will introduce measures aimed at bringing about casualty reduction, 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, including 20mph limits in residential areas, will continue to be introduced where there is a community need and in conjunction with new developments as appropriate.

Working with partners, we will continue with our ongoing programme of safety and security improvements at Greater Manchester's rail stations.

- **Accessible transport**

We will continue to improve access for people with disabilities and support travel training schemes, addressing the transport and transport related priorities of disabled people and providing more ways for independent travel within Greater Manchester.

- **Greener transport**

To encourage people to use their cars less, we aim to make sure that everyone is fully aware of all their travel options and we will particularly promote walking and cycling for shorter journeys. 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 it is economically viable, and promote the wider utilisation of Greater Manchester's canal network. We will also work with partners to encourage the increased use of water taxis, car clubs and car sharing.

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 work with partners to introduce more 'green buses' to help curb climate change and local air pollutant emissions and we will also promote 'eco-driving' to reduce energy usage. We will continue to work with partners to develop and promote a network of electric vehicle charging points, as part of the 'Plugged-in-Places' initiative.

The effects of climate change are already being felt. We will develop resilience plans and develop adaptation and mitigation measures to address the challenges that we face in relation to this situation.



electric hybrid for a cleaner greener city

electric hybrid Stockport Didsbury 42

Stagecoach

Stagecoach

MX10 NVU

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Metrolink

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What will our priorities be in the short term?

Overview of current funding position

- **Greater Manchester Transport Fund (GMTF)**

The GMTF is a Major Transport Scheme Prioritisation and Funding Strategy and was agreed by AGMA on 24 July 2009. The investment package is funded from various sources including the Regional Funding Allocation from the Department for Transport, the annual levy for transport services, a top slice from the Greater Manchester Integrated Transport Block LTP, and local / third party contributions.

The priority schemes within the GMTF are as follows.

<p>Schemes currently being delivered</p> <p>Metrolink: Droylsden to Ashton Metrolink: Chorlton to East Didsbury Metrolink: Oldham Town Centre Metrolink: Rochdale Town Centre Metrolink: Airport Line Altrincham Interchange Bolton Interchange Leigh-Salford-Manchester Busway Ashton Northern Bypass Park and Ride</p>
<p>Schemes awaiting Department for Transport funding decisions*</p> <p>Cross City Bus</p>
<p>Schemes being developed</p> <p>Metrolink: Second City Crossing SEMMMS Road Scheme Longdendale Integrated Transport Strategy Wigan Inner Relief Road Rail Station Improvements</p>
<p>Other priority schemes</p> <p>Metrolink: Trafford Park Stockport Interchange Stockport Town Centre Accessibility Improvements Transport Improvements in the North Bury and West Rochdale corridors</p>

* Rochdale Interchange (not part of GMTF) is also awaiting a Department for Transport funding decision.

- **Minor works and maintenance**

The GMTF includes a local funding contribution from the Integrated Transport Block (ITB or 'minor works' funding). As part of the Comprehensive Spending Review, the Government has reduced the level of ITB funding nationally. The result of this reduction, combined with the need to continue supporting the committed major schemes, means that effectively there is very little ITB funding available for minor works in the first 3 years of the spending period. However, it is intended to protect funding for highway maintenance as a local priority.

In addition to highway maintenance, all the authorities will continue to provide a range of other services as their budgets permit.

- **Other funding sources**

The current economic situation has led to a significant reduction in the resources available for Greater Manchester authorities. In order to continue to deliver the Greater Manchester Strategy (GMS), an approach is being developed to align spending from a number of key funding streams and focus it on projects that will increase productivity and generate an economic return, so making it available for re-investment in other projects. The North West Evergreen Fund will be the main vehicle for this, supported by the national Regional Growth Fund, the European Regional Development Fund (ERDF) and European Social Fund (ESF).

A Single Investment Framework is being developed to assess projects against their strategic fit with the GMS and their return on investment, deliverability and alignment to other investment in Greater Manchester and to optimise design in relation to the funding streams available. This will extend the approach already used in developing the GMTF (described above) to ensure a common framework is in place across a number of traditionally separate areas of activity, such as housing and regeneration as well as transport.

In February 2011, the Government published a White Paper: 'Creating Growth, Cutting Carbon', which aims to encourage greater use of public transport and more walking and cycling. It sets out a vision for local solutions which together will have a national impact. A key measure in the White Paper is a £560 million (nationally for the period 2011-2015) Local Sustainable Transport Fund to address the urgent challenges of building economic growth and tackling climate change, as well as delivering cleaner environments, improving safety and increasing levels of physical activity. This represents a significant opportunity to deliver the relatively small scale local schemes that will enable communities to switch to sustainable travel for many of their journeys and bring about an improvement in the health and wellbeing of the population. We will be submitting a bid of up to £50 million to DfT in the summer of 2011 and, if successful, this will enable us to surpass our targets in a number of areas and ensure that local communities gain the benefit from our investment in the network.

- **Local Area Implementation Plans (LAIPs)**

The 10 Local Authority districts have each produced a LAIP for their local area. The reduced levels of Integrated Transport Block funding have resulted in an emphasis on highway maintenance in the first three years of this LTP.

The ten Local Authorities are pursuing other funding opportunities and, where appropriate, working jointly to achieve efficiencies and economies of scale.

How will we measure our performance?

We will track our progress towards our objectives through the following strategic headline indicators:

Headline Indicator
Mode split: use of non-car types of transport for journeys to work
Journey time reliability in the morning and afternoon peaks
Bus performance: reliability and punctuality
Equality of Accessibility: the difference in time and money between car and public transport for morning peak commuter journeys
Road safety: number of people killed and seriously injured
Climate change: CO2 emissions from traffic
Air Quality: emissions of oxides of nitrogen from traffic
Maintenance: condition of classified roads

Interpretation and further understanding of trends in these indicators will be provided by a range of additional information. These diagnostic indicators will help us understand the trends and assist in the design of the most appropriate and cost-effective measures for improvement. Contextual indicators such as population and employment levels will also be tracked.

A range of likely future values for the indicators will be calculated, allowing for variations in future economic performance. Progress will be regularly reported to officer groups and members, and also to the general public, to ensure transparency and accountability so that action can be taken as necessary.



Rochdale
via Middleton 17

66853

First

MX05 CHH

Stand N

STOP

What documents support our plan?

The following documents have been produced in support of our Local Transport Plan and can be found 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

A full version of Greater Manchester's third Local Transport Plan can also be found at www.tfgm.com/LTP3

How do I find out more?

Further information is provided on our dedicated Local Transport Plan microsite, which can be found at www.tfgm.com/LTP3

Alternatively, please write to:
Transport for Greater Manchester
2 Piccadilly Place
Manchester
M1 3BG

Or telephone:
0161 244 1000