

Investing in Greater Manchester transport 2012/2013



GMCA

GREATER MANCHESTER
COMBINED AUTHORITY

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Greater Manchester Combined Authority

The Greater Manchester Combined Authority was established in April 2011. Comprising of the leaders of ten local authorities, its role is to co-ordinate economic development, regeneration and transport across the whole of Greater Manchester to boost the area's economic performance.

As this leaflet outlines, the GMCA receives the majority of its funding for transport from a levy on local authorities, which is collected through your council tax. The GMCA also provides funding for other Greater Manchester-wide functions, including business, tourism and marketing support.

Transport for Greater Manchester Committee

A Joint Committee of the Combined Authority and the ten District Councils, it comprises of 33 councillors drawn from across Greater Manchester. It advises GMCA on transport policy and funding, and also scrutinises the work of TfGM and transport operators which provide public transport services. It meets regularly in public, with reports and minutes of all meetings available online.

Transport for Greater Manchester

Transport for Greater Manchester (TfGM) has been the new name for GMPTE since April 2011. It carries out the transport policies and decisions of the GMCA and TfGMC and is accountable to those elected bodies.

TfGM helps to connect people to places by providing them with the information and choices they have to make their journey, from public transport, to walking, to cycling.

It owns the Metrolink tram network, which is operated on its behalf under a ten-year contract by MRDL, part of the RATP Group which runs light rail systems around the world including the Paris Metro.

TfGM works with bus companies and rail companies and with the Government and the Greater Manchester family of local authorities to improve the area's public transport network.

TfGM is also responsible for additional transport functions, including the management of traffic signals, provides traffic and road safety information, and works to better co-ordinate Greater Manchester's strategic highway network.

Progress in 2011

Significant progress has been made in 2011 in renewing and investing in our transport network.

Key highlights include:

- Major refurbishment of Bolton and Rochdale railway stations, and a continuation of the improvement programme for smaller stations.
- New eco-buses operating Metroshuttle services, now carry 2.5 million passengers each year in Manchester, Stockport and Bolton.
- Revised contract to make traffic signals more efficient, more cost effective, and more environmentally friendly.
- 50,000 young person's igo cards now being used in Greater Manchester, providing the under-16s with a passport to concessionary and discounted fares.
- New QuaysLink service linking MediaCityUK with Salford Crescent and the University of Salford.
- Opening of the South Manchester Metrolink line to Chorlton, and progress in construction of the other Metrolink extensions.
- 15 new Metrolink trams now in service.

In addition, we have secured Government funding for a number of Greater Manchester's transport projects.

- Rail: new rail link to connect Victoria with Piccadilly – the Ordsall Chord – electrification of the trans-Pennine rail route and routes between Liverpool, Preston and Manchester, will mean quicker journey times, and redevelopment of Victoria railway station.
- Bus: significant improvements to major bus routes in Greater Manchester which will allow buses to travel more easily across the city centre.
- Cycle: Local Sustainable Transport Fund money will be used to encourage more people to cycle, particularly giving cycle commuters places to shower, store their gear and secure their bikes.

- A new transport interchange for Rochdale, connecting bus and tram services.

Priorities for 2012 – 13

Good quality transport networks are essential to support a healthy and balanced economy, and to stimulate business development and job growth. Therefore we will continue to invest in much needed new transport infrastructure whilst ensuring we secure the maximum value and benefits from existing transport infrastructure and services.

Our priority has been to ensure that the objectives outlined in the third Greater Manchester Local Transport Plan are fulfilled. These are:

- Economic growth
- Lower carbon
- More active travel
- Social Inclusion
- Value for Money

Efficiency savings

GMCA and TfGM/C have maintained a steady focus on keeping costs down, even when investing so much money to improve the region's transport network. Getting value for money during this significant period of investment has been a key priority for TfGM.

By the end of 2012/13 £11.7 million will have been saved per year compared to 2007/08, because TfGM has become more efficient. This is the equivalent of 6.1% of the money received through the transport levy from the local councils. Further savings and efficiency measures are being developed.

How much is the transport levy and what does it pay for?

This year, GMCA will receive an average of £72.72 per person in Greater Manchester from the levy. The amount received by GMCA is 0.7% more than last year. This reflects the following changes:

- The levy has been updated to include the funding for the management of traffic signals which was

previously paid separately by the local authorities. The amount included (£5 million) represents a reduction of 9.1% in funding compared to that paid by the local authorities last year.

- Additional savings in the remainder of the transport budget of £0.9 million.
- There is an increase in the funding for the Greater Manchester Transport Fund. This is half the target 3% increase for the fund.

Through the levy GMCA will fund the following transport services:

Concessionary travel

- Free off-peak bus, rail and Metrolink travel for older people.
- Under-16s – half fare at all times on bus and Metrolink when using an iGo pass.
- Over-16s still in full-time education – half fare on bus, rail and Metrolink between home and school/college only.
- Free off-peak travel for the disabled on bus, rail and Metrolink and half fare on bus, rail and Metrolink before 9.30am.
- Free travel for Concession Plus pass holders on bus, rail and Metrolink at all times.
- Travel vouchers for people with serious walking difficulties or people registered blind and unable to use buses, trains or Metrolink.

Support for local bus services in Greater Manchester

Greater Manchester's bus services are operated by private companies. They receive a fuel subsidy, and TfGM reimburses them for concessionary fares. TfGM also subsidise some bus services or a Local Link service that are socially necessary, but which bus companies consider are not commercially viable.

TfGM also provide:

- Yellow and standard school bus services.
- Free Metroshuttle bus services in Manchester, Stockport and Bolton with the support of district authorities.

- 22 bus stations / interchanges, Travelshops, over 12,000 bus stops, 4,400 bus shelters and public transport information at all key transport locations.
- Support for Ring and Ride services.

Improving local rail travel

GMCA is continuing to invest in local railway stations in Greater Manchester in order to improve passenger facilities. To date 35 stations have benefited from a series of improvements, most recently at Ashton, Bramhall, Brinnington, Flowery Field, Irlam, Marple, Reddish North, Rose Hill (Marple), Walkden and Westhoughton.

TfGMC has also continued to call for more train carriages to cater for the growing demand on the local rail network. Whilst some additional train carriages came into service in December, TfGMC will continue to work with Government and the rail industry to ensure Greater Manchester receives the extra carriages its passengers need.

Capital investment in transport

The current level of transport investment across Greater Manchester is unprecedented, and represents the largest public transport investment programme outside of London. It includes a range of schemes that are all in development:

- The construction of an extended Metrolink network; that includes lines to Oldham and Rochdale, to Ashton, to East Didsbury, to Manchester Airport and a second link through Manchester city centre.
- The busway that will link Leigh, Salford and Manchester.
- Altrincham, Bolton, Rochdale and Wythenshawe Interchanges.
- Park and ride facilities to improve access to the public transport network.
- Improving key routes across Manchester city centre, and routes into there from Middleton, East Didsbury and Boothstown.
- The provision of cycling hubs.
- Upgrades to Metrolink stops on the Bury line.

Spending on transport

The 2011/12 figures below have been restated to include the income and costs relating to the additional transport functions for which TfGM took responsibility from 1 April 2011. TfGM expects to spend £282.6m through its core budget by the end of this financial year (2011/2012) and £296.3m in 2012/2013. The table below summarises this expenditure:

	2011/2012 (£ million)	2012/2013 (£ million)
Concessionary fares – all modes	66.4	63.6
Supported bus services	31.2	34.6
Accessible transport	6.1	5.8
Passenger services and facilities	39.9	39.6
Rail support	82.0	82.0
Finance costs	57.0	70.7
Total	282.6	296.3

Investing in public transport

TfGM receives the following funding to provide for this expenditure budget.

	2011/2012 (£ million)	2012/2013 (£ million)
Levy on district councils (council tax)	189.9	191.2
Funding from reserves/ third parties	10.9	21.6
Rail grant (DfT)	81.8	83.5
Total	282.6	296.3

Further information

If you would like any further information about the GMCA, TfGMC or TfGM, please check their websites at:

www.agma.gov.uk

www.tfgmc.gov.uk

www.tfgm.com

Or write to:

Sir Howard Bernstein
Head of Paid Service
GMCA
PO Box 532,
Town Hall
Albert Square
Manchester M60 2LA

If you want information on public transport services or need the information in this leaflet other formats, such as Braille, Large Print, audio CD or in other languages, please phone Traveline on **0871 200 22 33**.

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