Good for commuters, the economy and the environment

162 eco-friendly buses keeping people moving across Greater Manchester.
Who’s who

**Greater Manchester Combined Authority (GMCA)**
The strategic regional authority with functions relating to economic development and regeneration, regional planning, transport, skills and training, and air quality.

**Transport for Greater Manchester Committee (TfGMC)**
A joint committee of GMCA and the ten local authorities in Greater Manchester, it is responsible for advising the GMCA on transport policy, recommending how much money is spent on supporting public transport and monitoring the quality and performance of transport services.

**Transport for Greater Manchester (TfGM)**
Transport for Greater Manchester (formerly GMPTE) is the new name for the organisation responsible for implementing the local transport policy decided by GMCA and Transport for Greater Manchester Committee.

**Department for Transport (DfT)**
The Government department responsible for deciding and implementing national transport policy.

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Welcome

David Leather
Chief Executive,
Transport for Greater Manchester

Welcome to this edition of Momentum, the first which carries our new name of Transport for Greater Manchester.

The change has come about after the creation of the Greater Manchester Combined Authority – a major milestone which is the result of years of successful partnership working in Greater Manchester. This authority is the first of its kind in the country and, in conjunction with the Local Enterprise Partnership, enables us to take more decisions locally which will have a direct impact on the prosperity of our residents, businesses, and communities. You can read more about these developments and their implications on pages 4–5.

The Combined Authority was approved by the Government partly as a result of Greater Manchester’s track record of delivering on collaborative initiatives, the finest example of which is the Metrolink network. Established in 1992, it is now expanding rapidly and is driving regeneration throughout the conurbation. You can find out more about the progress on pages 6–7.

Despite the current national funding challenges, I am pleased that we have been able to successfully articulate the case for investment in transport. The local rail network has received a number of recent funding boosts (pages 8–9) to tackle the challenges of overcrowding. Similarly, the innovative Greater Manchester Transport Fund has ensured that there is continued commitment to local investment (page 13). We are also investigating new funding opportunities, such as the Local Sustainable Transport Fund that will support transport projects which encourage economic growth, whilst reducing carbon emissions (page 10).

Your views on the work of Transport for Greater Manchester are welcomed. I am also keen to hear your views on this edition of Momentum, and which subjects you would like to hear more about in the future. You can get in contact via momentum@tfgm.com.

Message

Cllr Andrew Fender
Chair,
Transport for Greater Manchester Committee

I am very proud to be the Chair of the Transport for Greater Manchester Committee. The establishment of the Committee strengthens local influence over Greater Manchester’s transport policy. The Committee is part of the Greater Manchester Combined Authority – an innovative new body which gives local leaders greater control on economic development, regeneration, and job creation policies. This makes perfect sense, as all the evidence shows that Greater Manchester operates as a single economic community, rather than ten individual entities.

Greater Manchester has argued for many years that transport is a key catalyst for economic growth, and we will relentlessly pursue investment and interventions which can deliver this. We have already demonstrated our ability to achieve ambitious goals. However, there remains much to be done. We have some significant challenges to continually improve bus services for the 220 million passenger journeys that take place each year on our network. The bus networks are the arteries of the local economy and our local communities, and it is imperative that we tackle both the real and the perceived barriers to delivering better services for bus passengers.

We will deliver the ambitious expansion programme for the Metrolink network, and continue to campaign for improved rail services for passengers in Greater Manchester. Smartcard ticketing is also high on our agenda, as we call for improvements in multi-operator and multi-modal ticketing that builds on the work already underway in creating a better ticketing service for the region. In addition, we have a new role to encourage more residents to incorporate walking and cycling into their daily travel routines, and we will work with both local authorities and the Highways Agency to improve the coordination of traffic management on our highways.
Greater Manchester has always been bold when it comes to improving how things can be done. From the industrial revolution through to the decisive regeneration over the past fifteen years, the conurbation has always explored opportunities to enhance its influence. In April 2011, this ambition took the shape of a new agreement between the Association of Greater Manchester Authorities (AGMA), the ten local authorities, Transport for Greater Manchester and central Government. The result is that more decisions regarding economic development and regeneration, regional planning, transport, skills and training, and air quality can be taken locally, enabling the area to have a greater say on its own plans for growth, coordination and influence.

The seeds for this change have been sown since 1986 through AGMA, a visible commitment from the ten local authorities that co-operation adds value in a number of policy areas. This primarily relates to the recognition that the socio-economic geography within Greater Manchester is no respecter of local authority boundaries.

Greater Manchester has seized the opportunity to formalise this arrangement through the establishment of the country’s first Combined Authority. The new body formalises the commitment to work together on the cross-boundary issues that drive the region’s economic prosperity. The final piece in this jigsaw was a formal Parliamentary Order, issued in March 2011, enabling Greater Manchester Combined Authority to come into force on 1 April 2011.

The rationale behind the change recognised the interlocking influence of these policy areas on the local economy and on residents. For years, transport experts have been illustrating how effective transport networks can support economic centres to access a deeper talent pool sub-regionally, and will unlock opportunities for residents to maximise their own economic and social potential. In turn, this will impact on housing and economic patterns. These interdependencies can now be managed holistically by the Combined Authority.

The commitment to maximising economic growth across the Greater Manchester landscape is further strengthened by the announcement of the Greater Manchester Local Enterprise Partnership (LEP). The LEP supports businesses and the public sector to work together to grow the local private sector, tackle major barriers to growth and develop a shared strategy for the local economy to increase job creation.

In practical terms, Greater Manchester Integrated Transport Authority (GMITA) has been abolished and its functions, property, rights and liabilities transferred to the Combined Authority. The Combined Authority has delegated many of GMITA’s former functions to the newly established Transport for Greater Manchester Committee. Greater Manchester Passenger Transport Executive (GMPTE) has become Transport for Greater Manchester, and continues to deliver the policies recommended by the newly-formed Committee and approved by the Combined Authority, as it did for GMITA. Transport for Greater Manchester has all of the functions and powers of GMPTE but with some additional responsibilities, for example by developing new working arrangements between the ten

Broader horizons

The establishment of the country’s first Combined Authority has given Greater Manchester a significant opportunity to positively shape the region’s economic and social prosperity.
Greater Manchester local authorities and the Highways Agency to efficiently manage the day to day issues that affect the strategic highway network, particularly at peak times. The goal is to safeguard network reliability across Greater Manchester for commuters, freight and other users.

A progressive transport policy would not be complete if it only looked at public transport and the highway network. This is reflected in Transport for Greater Manchester’s role to develop the region’s Smarter Choices strategy. Smarter Choices is about empowering people to make the best travel decision for each journey they make, acknowledging that this might not be via public transport and recognising the choice of walking and cycling as options to complement and enhance other modes of travel. The mantra of public transport being the de facto best option is no longer an accurate message in an increasingly dynamic environment. In the short term, the scope of Greater Manchester’s ambition will be shaped by the success of a bid into the Government’s Local Sustainable Transport Fund.

Previous commitments to collaboration across transport, economic development and job creation have led to significant progress and development in Greater Manchester – the airport, Metrolink extensions, and the potential of MediaCity are clear examples – but the scope for further improvement through the Combined Authority has now widened. The commitment to strategic coherence across the most influential economic centre outside London will enable the region to make the strongest possible case for resources and investment from Government, and maximise the opportunities for economic growth in the short, medium and long-term.

Comment

David Fowler
Editor, Transport Times

It’s three years since Manchester voters rejected a package of transport improvements for the city, underpinned by funding from a proposed congestion charge, in a referendum. That decision, a blow to the city authorities, could have led to recriminations, drift and a policy vacuum.

Instead Manchester has bounced back more strongly than ever. It has set up the Greater Manchester Transport Fund, drawing together £1.5bn from numerous sources (including, in lieu of the congestion charge, higher council tax). This has allowed the Association of Greater Manchester Authorities (AGMA) to proceed with the key elements of the referendum package, prioritised according to their potential value to the economy.

In particular the long-planned extensions to the Metrolink systems – which nearly went the way of tram systems in Leeds, Merseyside and Hampshire but were reprieved by a strong local campaign in their support – are now all under construction or funded, with the first new sections of track beginning to open.

That the city has reached this point is testament to the long standing voluntary co-operation, via AGMA, of its ten district authorities. And Manchester has now received ministerial blessing to go ahead with long-awaited plans for strengthening the strategic governance of the conurbation.

In April 2011, the Greater Manchester Combined Authority came into being, effectively putting AGMA on a statutory footing, and with decision-making powers over issues of transport, regeneration and economic development. Among other responsibilities the Combined Authority will make decisions on matters such as the operation of the transport fund and the approval of new schemes.

The new statutory body is expected to be a stronger and more effective coordinator of action across the region and to become the focal point for housing, economic development, skills and job creation as well as transport. This is a bold initiative which other city regions will no doubt be following closely.

This article is taken from Transport Times, December 2010
A shining example

Metrolink has become an icon of ambitious and forward-thinking Manchester since it first opened in 1992. But it is also a shining example of how the collaborative efforts of Greater Manchester’s leaders are creating dividends for the region’s future.
Work to almost treble the size of the existing network is well under way, thanks to the combined efforts of the ten districts in helping to successfully lobby for Government funding, and for their own financial commitment to a complementary long-term investment plan.

With a total value of £1.4 billion, the programme to expand and improve Metrolink is due for completion in 2016. By then, Metrolink trams will be running to Oldham and Rochdale town centres (via a converted heavy rail Oldham Loop Line), to Ashton-under-Lyne (via Eastlands and Droylsden), to East Didsbury (via Chorlton) and to Manchester Airport (via Wythenshawe).

Around 20 million journeys a year are made on the existing 23-mile network, which links Bury in the north, Altrincham in the south, and Eccles in the west to Manchester city centre. Passenger journeys on the network are set to rise to 90,000 per day when the first elements of the expansion are complete in 2012, taking more than five million car journeys a year off the region’s roads.

The current expansion of the Metrolink network has led to the first new Metrolink line to open since the line was extended to Eccles in July 2000. The prestigious MediaCityUK development in Salford Quays – new home to parts of the BBC and a development predicted to generate more than 15,000 jobs – is now on the network via a new spur from the existing Eccles line, and the extension from Trafford Bar into the heart of Chorlton opened on 7 July 2011. The first element of the Oldham and Rochdale line – to Central Park – will also be open at the end of this year. There will be further extensions to the Oldham and Rochdale line in 2012, to a temporary stop at Oldham Mumps in February/March and then to Rochdale station in summer 2012. The line will be completed into Oldham and Rochdale town centres in 2014.

The new line in East Manchester will see an extension to Droylsden by autumn 2012, before reaching Ashton-under-Lyne in winter 2013/14. With the extension to Chorlton now operational, the extension to East Didsbury will be complete in the latter half of 2013 and the Manchester Airport line will open in 2016. Meanwhile, a second line across Manchester city centre is proposed, which is currently the subject of a public consultation. As well as the obvious benefits to people who will be able to add Metrolink to their travel choices in future, the arrival of the lines will have an additional regenerative effect for the communities all along their routes.

In addition to the new lines, Greater Manchester is investing in improving the robustness of the existing network to continually improve services for passengers. A new 67,000sq m depot at Trafford has been built, which involves 3.7km of rail, and 140 tonnes of steel have been used to create the main depot building – which is 85m long, 35m wide and 10m high. The depot can currently stable 40 trams and will be fully operational later this year, when it will also be used to carry out light maintenance and cleaning of the exterior of the vehicles. For passengers, it means they will see a more flexible and responsive tram service, thanks to depots on either side of the busy city centre section and the roll-out of a new tram management system.

An expanded fleet running on a network with improved operating technology will help make Metrolink more reliable for passengers, and more responsive to the many special events hosted by the city over and above the routine of major events at Eastlands, the two Old Trafford stadiums and the MEN Arena. This is a clear indication that investment will improve service levels and the customer experience.

The scale of the expansion has been possible thanks in large part to a Greater Manchester-wide commitment to the long-term investment plan known as the Greater Manchester Transport Fund. Created in May 2009, the fund prioritises investment in major transport schemes that deliver the greatest economic benefits for the conurbation. The programme is forecast to generate 21,000 jobs and increase total Greater Manchester GVA by £1.3 billion per annum by 2021.

The success of Metrolink demonstrates the benefits that can be generated by collaborative working at a sub-regional level. For passengers, it provides an iconic symbol of Manchester’s renaissance, and a tangible example of what can be achieved when an ambitious programme of development is universally embraced by a committed team of strategic leaders. In many ways, it is the successful foundation on which collaborative working will be taken forward by the Greater Manchester Combined Authority.

The programme is forecast to generate 21,000 jobs and increase total Greater Manchester GVA by £1.3 billion per annum by 2021.

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Stagecoach has announced that it has sold its interest in Stagecoach Metrolink Limited (SML) to RATP, the French state-owned operator of a number of light rail networks. As a result, RATP Dev UK has taken over the contract to operate and maintain Metrolink with immediate effect. The ownership and overall responsibility for the existing and future Metrolink network, including setting fares, remains with Transport for Greater Manchester and the Greater Manchester Combined Authority.
The new £85 million ‘Ordsall Chord’ scheme, backed by Chancellor George Osborne in a surprise budget windfall, will help uncork a massive bottleneck on the clogged up rail network around the city, known as the Northern Hub. The decision is being celebrated by transport leaders and rail chiefs who believe the Hub is the key to flinging open the doors to economic growth across the entire north of England.

To grasp the Hub’s importance, you would have to go higher than the roof tops of Spinningfields and picture the web of rail line stretching around and beyond the city. You would see that Manchester is at the heart of a network that connects Liverpool and Edinburgh, Newcastle and Birmingham, Glasgow and London. It also links three trans-Pennine routes – the arteries of the northern economy – and carries freight from Tees Port and Liverpool docks to Trafford Park, the biggest intermodal freight terminal in Britain.

Network Rail says £530 million needs to be spent on improvements and local transport leaders have been campaigning hard to get it on the national agenda – a battle now showing signs of paying off. The Ordsall Chord on its own will cut journey times to Leeds by 15 minutes from 2016 and make it easier for passengers in Yorkshire and the North East.
to get into and around Manchester. It will make Manchester Airport more accessible as it aims to double airline passenger numbers to 50 million by 2050, and boost freight services to Trafford Park and the planned Port Salford. Other proposals include two new platforms at Piccadilly and restoring Victoria to make it a major interchange. Network Rail says its blueprint for unblocking the clogged-up network will boost the northern economy by £4.2 billion.

Stephen Clark, rail programme director at Transport for Greater Manchester, said: “There's very strong evidence for the impact the Hub will have on the economy of Greater Manchester and the north. It's based on connecting the big cities and getting people to work in the morning. If transport to the city is better, it makes it easier for people living further away to come and work here, particularly in sectors such as professional services, financial services and insurance that Greater Manchester wants to promote. It will also help businesses to connect on a day-to-day basis by making it easier to travel to meetings. Access to the Oxford Road corridor and Salford Central will be improved and it will give passengers more choice about where they arrive in the city centre. It will improve access to the airport, make different parts of the city more attractive to employers and make Greater Manchester a more attractive place to live. It will boost footfall around the stations and make it easier for freight to get about the city.”

Greater Manchester transport leaders’ own assessment suggests that as many as 23,000 jobs could be created across the region. The project would provide 700 extra trains a day for 3.5 million more people to travel by rail every year and allow the doubling of capacity into the Trafford Park freight terminals. It would also go hand-in-hand with plans for a £32 billion high-speed rail line for 205mph trains that will cut journey times between Manchester and London to just 72 minutes.

There is cross-party support for the Hub proposals. Members of the Transport for Greater Manchester Committee have been leading the fight to put it at the top of the national agenda, along with their campaign for extra carriages. They believe that the Hub will improve connectivity across the whole of the north of England, and whilst their consistent and hard campaigning is now paying off, they recognise that there is still a lot of work to do.
Transport for Greater Manchester has submitted an innovative bid worth £50 million to the government’s new Local Sustainable Transport Fund (LSTF). The bid, submitted on behalf of Greater Manchester, outlines a number of projects and investments that would reduce road traffic congestion, support local employment and drive real efficiencies across the local transport sector. It is hoped that commuter cycling levels could double in Manchester city centre and increase by 50% elsewhere, and that bus travel would increase to such an extent that over two million car trips per year could be removed from Greater Manchester’s roads.

The Local Sustainable Transport Fund has been established for transport projects which support economic growth and tackle carbon emissions, with the Greater Manchester submission focusing on schemes to encourage walking and cycling, capitalise on new ‘smart travel’ technologies and strengthen the role of community transport. The total value of Greater Manchester’s bid is £67.2 million, which includes £45 million from the Fund and £22.2 million of local contributions.

The bid, which was supported and developed in conjunction with a number of stakeholders from the public, private and community sector across Greater Manchester, contains a portfolio of different projects.

These include the provision of 650 cycle parking spaces at seven cycle centres across Greater Manchester. The centres will have covered, secure cycle parking, lockers, toilets and shower and changing cubicles. In the region of 450 additional spaces will also be provided at a number of cycle compounds, targeted at shorter-distance commuter cyclists, providing covered, enclosed and secure cycle parking with lockers. A range of cycling information, training and promotional support would also be provided.

The bid also looks to combine targeted investment in relatively small measures that make walking or cycling to a local station or key centre a real option, with community-based marketing techniques. After working with key partners, a series of initiatives has been mapped out that targets specific communities. These include kick-starting adult cycle training and local community walking campaigns; providing travel planning start-up support for employers at larger business sites; and providing travel advice for job seekers.

The LSTF bid also covers a comprehensive back office system that will act as the control centre for a Greater Manchester Travel Smartcard, as well as investment in an information management system that will gather the real-time data from bus, train and tram vehicle location systems. This information will, in turn, be provided by Transport for Greater Manchester as open data to support journey planning smartphone applications run by technology entrepreneurs, and will be used to deliver improved traffic management through targeted signal improvements on key routes.

The shortlist for successful bids is expected in summer 2011. A full copy is available at www.tfgm.com/ltp3/LSTF.

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Government confirm £4.9 million funding for first element of Greater Manchester LSTF bid. Government to announce whether other elements have been shortlisted in summer 2011, with final funding announcement in 2012.

Greater Manchester bids for a sustainable transport revolution

Proposals include the provision of 650 cycle parking spaces at seven cycle centres across Greater Manchester
With so much information readily available, it is more important than ever that the right messages reach the right people at the right time. When this is done successfully, it can have a tangible impact of both the actions of individuals and of communities. With this in mind, Transport for Greater Manchester has consistently recognised the importance of tailoring information and journey planning services to help and encourage more people to use public transport for at least part of their weekly travel. The numbers speak for themselves. The online Journey Planner provides nine million point-to-point journey plans for passengers each year, and the Traveline service takes over 300,000 calls each year, providing impartial expert advice on public transport services, timetables and ticketing. In addition, updated timetable information is provided at over 70 rail stations, 15 Travelshops, and over 8,000 kerbside bus stops, with local interchange information provided at over 900 sites across Greater Manchester.

A history of information and customer service

Dr Martin Hilbert, a leading professor at the University of South California, has calculated that each day people are bombarded with so much information that it is the equivalent to them reading 174 newspapers every day.

Information services are also marketed to businesses and major travel destinations across Greater Manchester to help inform their travel planning policies. Looking forwards, the offer to customers is expanding to embrace new technology and social patterns. The Informed Personal Traveller pilot programme in Bury is firmly targeted at the Facebook generation. This system will complement the more traditional information services, providing a personalised travel planning system straight to the people’s smart phone which will update throughout their journey.

This new way of providing information to travel markets is vital to encourage more people to consider their full range of travel options. In turn, this will help manage the potential carbon impact of future economic growth. It could also offer the opportunity for people to have door-to-door journey information at their fingertips – providing a great incentive for more people to walk or cycle to their local public transport service or station.

Ultimately, this type of “smart” travel information will sit happily alongside electronic ticketing schemes to deliver a modern, hassle-free travel toolkit that enables any traveller to plan their way around the transport system. Transport for Greater Manchester aims to attract support from technology providers and the government to roll out this technology-led approach across Greater Manchester in the next few years. The approach of delivering high quality, relevant information alongside investment in an expanding public transport network has helped to facilitate economic growth, minimise carbon emissions and improve the effectiveness of the entire local transport system for all its users.
Transport for Greater Manchester is challenging this, in conjunction with bus operators, with initiatives aimed at improving services and setting key targets for operators.

One such initiative, developed in-house and introduced in 2009, is Transport for Greater Manchester’s Punctuality Reliability Monitoring System (PRMS). PRMS has worked to provide the tools and information needed to improve the punctuality and reliability of bus services and, as a result, has seen the number of bus journeys starting on time increase from 81.5 per cent between April and June 2009 to 89.2 per cent between January and March 2011.

While standards across Greater Manchester’s bus network are generally high it is important that the industry works together to improve performance for passengers.

Over the years, Transport for Greater Manchester has found that the primary barrier to passengers using the region’s bus stations and buses is, simply, the punctuality and reliability of bus services. PRMS is aimed at driving improvements in both areas by monitoring the start time of a service as well as its departure times from pick-up points along the route.

This data is collated by Transport for Greater Manchester and can be fed back to bus operators within just three working days, enabling operators to integrate it into their own performance management systems and, if necessary, take immediate action to resolve any service issues.

PRMS underpins the Code of Conduct, which aims to improve bus services by setting minimum standards in areas that are important to passengers, such as punctuality, reliability and vehicle standards.

Developed by Transport for Greater Manchester in conjunction with Greater Manchester Bus Operators’ Association (GMBOA) and introduced in October 2010, the Code not only sets minimum standards for today’s bus network but will work to improve bus service performance into the future.

The three main bus operators in Greater Manchester – Arriva, First and Stagecoach – as well as a number of other operators, including Rossendale, Transdev, Maytree, and Jim Stones have all confirmed that they will become signatories. Together, they cover 85 per cent of the Greater Manchester bus network.

With the data provided by PRMS, the Code of Conduct is already improving services for passengers. Participating operators were set a punctuality and reliability benchmark target of 90 per cent of journeys starting on time – a target all seven operators are now on route to achieving.

Following successful bids to the Department for Transport’s Green Bus Fund over the past two years, Transport for Greater Manchester has secured funding towards 88 new green buses for the region.

In November 2010 a new eco-fleet of twenty single deck, low-carbon, hybrid buses was introduced on to Transport for Greater Manchester’s three free city centre routes on the Metroshuttle service in Manchester. These have been followed by the delivery of four more low-carbon, hybrid-electric buses, for use on the Salford QuaysLink (pictured right), a new high frequency ‘green’ bus service running between Salford Crescent railway station and MediaCityUK.

The first of the new environmentally friendly Yellow School Buses will also arrive, with two new green buses going into service in Wigan at Standish and Cansfield High Schools, and further green buses on the way. Together with successful Green Bus Fund bids from operators Stagecoach, First and R Bullock and from Manchester Airport Group, this means a total of 162 green buses for Greater Manchester.

Improving the passenger experience

Passengers make more than 220 million journeys on local bus services in Greater Manchester every year – an impressive number – yet a perception exists that travelling by bus is often more a case of necessity rather than preference.

More green buses on route
Transport investment secured for major projects across Greater Manchester

The challenges facing public services and major infrastructure projects across the country are well documented, with the funding environment being more competitive than ever. Despite this, the transport sector has fared relatively well nationally compared to other sectors.

This reflects Transport for Greater Manchester’s long held position that investment in transport infrastructure equates to investment in the economy, and that the limited capacity on the region’s rail network in particular is one of the key inhibitors of future economic growth. Along with our partners, including many from the business community, this has been clearly articulated to the government and is reflected in the future spending plans. An in-depth analysis on the impact of these plans on the North West is on page 8–9.

For Greater Manchester, many of the local schemes will continue apace as they are being funded through previously committed government funding and/or are progressing through the innovative £1.5 billion Greater Manchester Transport Fund. The fund, now the responsibility of the Greater Manchester Combined Authority, was established by the Association of Greater Manchester Authorities to improve the local transport infrastructure, in turn generating future economic growth.

Schemes which are now progressing as part of the overall programme include the Metrolink extensions to East Didsbury, Ashton, Oldham and Rochdale town centres, and Manchester Airport, together with a second Metrolink crossing across Manchester city centre. In addition, the second stage of the Ashton Northern Bypass, new interchanges at Altrincham and Bolton, and significant Park and Ride expansion works are being taken forward using local resources within the Transport Fund. The Leigh-Salford-Manchester Busway scheme will be going ahead as it has been prioritised for funding.

Transport for Greater Manchester is continuing to work with the Department for Transport (DfT) to secure funding for a Cross City Bus package and a new transport interchange at Rochdale. In addition, work is taking place with DfT and other stakeholders to identify funding for improvements to rail stations, the SEMMMS road scheme (a relief road near Handforth and Hazel Grove), Longdendale Integrated Transport Strategy (formerly Motttram Bypass and Glossop Spur), and the Wigan Inner Relief Ring Road. Importantly, future government funding was not ruled out for any of Greater Manchester’s transport schemes.

Plugged-In Places

Green transport in Greater Manchester is set to benefit from the arrival of 300 plug-in points across the region to encourage electric cars, vans, scooters and cycles.

The Government has announced it will contribute up to £3.6 million to Greater Manchester as part of its Plugged-In Places scheme, which aims to promote the use of low carbon electric vehicles by installing charging points across the UK.

The funding submission to the Government was made by Greater Manchester Combined Authority (GMCA) and Manchester Electric Car Company – a consortium of businesses supporting, investing in and managing the scheme including Peel Group Ltd, Siemens, and Manchester Airport. GMCA will be an advisor to the scheme to make sure the investments are being made in the right places and that appropriate governance is in place.

Boosting the use of electric vehicles and acting as a trailblazer for new green technology, the plug-in points will be installed over the next two years in several places across Greater Manchester, including the Trafford Centre, Oldham, Stockport and MediaCityUK, as well as major routes into Manchester.

The Government’s Office for Low Emission Vehicles (OLEV) hopes that Plugged-In Places will stimulate EV adoption of private and commercial vehicles and develop new ownership approaches. The scheme will help address 4 million tonnes of CO₂ in Greater Manchester.

Ticket to Kyoto

The Ticket to Kyoto programme is a partnership between Transport for Greater Manchester and four other European transport organisations, co-financed by the EU body INTERREG IVB North West Europe Programme. The programme includes a range of activities such as behavioural change, strategy development, “greening” the procurement of services and products, investment in infrastructure and, locally, two major projects to reduce costs and CO₂ emissions in Greater Manchester.

The first is a hydro-electric power scheme on the site of Rochdale Interchange where electricity will be generated through an Archimedian Screw turbine, using the weir at the River Roch. The second is a wind turbine at Horwich Parkway to provide electricity to the station.

The projects are funded by the INTERREG grant, the NWDA’s Foundation Fund and Carbon Challenge Fund, Transport for Greater Manchester, Bolton Council, Rochdale Council and the Environment Agency. Any excess energy from these projects will be directed to the electricity grid.
A link to the future

When Transport for Greater Manchester opened its graduate programme two years ago it was overwhelmed by the huge interest from candidates keen to be part of the organisation. More than one thousand applications, four assessment centres, and eighteen interviews later, Momentum talks ticketing, transport and technology with the five successful graduates from this year’s programme.

“Having grown up in Bury I’ve always been aware of Transport for Greater Manchester and the role they play,” says Adam Fairclough, who works with the communications team. “We’ve joined at a really interesting time because there’s so much change taking place, and we’ve got a great opportunity to contribute to that.”

Leeds University graduate Jonathan Mottershead, who joined the rail programme team to work on developing their strategy, agreed: “The Northern Hub and high speed rail are examples of these changes, and both are crucial for the whole of the north. It is imperative that the network is managed well, as it has a direct impact on people’s quality of life.”

Once the economic powerhouse of the UK’s industrial revolution, Manchester is a city with big ambitions, aiming to become an international leader in the global knowledge economy by driving new innovations in the emerging creative, digital and green industries. A vibrant transport network will be at the heart of making this growth sustainable, creating new links between employment, businesses and amenities, and the new graduates have big ambitions about what the future holds for Greater Manchester.

“The work that we are doing to expand the Metrolink system, invest in green technology and move towards real-time information will see Greater Manchester identified as a pioneering example of a sustainable transport network,” suggests Gareth Turner, trainee accountant with the finance team. “The chance to be part of this is phenomenal.”

“It’s clear there are some big challenges ahead,” adds Lauren Gowland, who supports bus operations in her new role as contracts officer. “However, there are plenty of opportunities for the public transport network to improve and evolve.”

Launched in 2009, the pilot graduate programme emerged from the need to develop skilled project managers capable of delivering key transport schemes. After a lengthy recruitment process, five recent graduates were appointed to assistant project manager positions throughout the organisation.

Following the success of the launch year, the scheme reopened in 2010 with a more generic selection of roles, including three additional undergraduate placements, which see graduates work across diverse areas of the organisation. The scheme is proving to be a success with both the graduates and the organisation - through a series of placements, training modules, professional support and mentoring, the graduates are gaining a greater awareness of the business, minimising costs, and improving cross-functional working.

“Fares, smart ticketing, Metrolink revenue forecasting and the Local Sustainable Transport Fund; there are lots of areas I’m currently involved with,” explains Danny Parr, transport planner in the network strategy team. “The first research paper I’m writing is a review of evening and Sunday train services comparable to other modes, analysing employment, retail and journey purpose statistics - it’s definitely a diverse programme.”

Reflecting on joining Transport for Greater Manchester, Danny adds: “I’ve got to be honest, the application process was a challenge, but was it worth it? Definitely!”
How can transport help to support economic growth in the North West?
Transport is crucial as it connects people with jobs, cities and with each other, and increases the productivity of the labour market. This can be achieved through investment in rail infrastructure to solve the problems of capacity, specifically around the ‘Northern Hub’ and through high speed rail along the West Coast Mainline.

What is the biggest challenge facing rail over the next few years?
The biggest challenge for rail in the North West will be to ensure that it meets passenger demand, which has grown exponentially over the past few years. It will also be to ensure that the investments help to address the blockages in connectivity and help people to be better connected to job markets.

How do you think rail compares with other forms of public transport?
Rail has become the preferred mode of travel in the North West for the journey to London. Certainly for the business traveller, the reliability and frequency of the Pendolino means that people have naturally migrated away from air and on to rail travel for trips to London. Reliability is a key factor when choosing to travel by train and this has improved markedly over the last few years.

What are your proudest moments in your personal and professional life?
One of my proudest moments has got to be becoming leader of Trafford Council on the back of fairly resounding electoral success. I’ve had a number of proud moments as a parent too, but I won’t go into them here.

Which three things would you most like to achieve, both personally and professionally?
I would like to ensure that all the things I have talked about above actually happen. Having lived in the North West for over 20 years now, it is important to me that this region builds on the success it enjoys and transport will be one of the biggest factors in ensuring that happens. On a personal note, if my three children get through university and actually get a job at the end of it then I will be delighted!
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