

Your opportunity to comment on proposals for improvements to public transport and a weekday peak-time only congestion charge in Greater Manchester



Consultation Brochure

Have your say on proposals for public transport improvements in your area and a congestion charge only when travelling into or out of the city centre at peak times on weekdays.

The Government has recently agreed in principle a package of local transport initiatives for Greater Manchester worth up to £3 billion for delivery over

the coming years. This brochure provides a summary of the proposals for you to comment on.

We want to hear your views. You can do this by completing the enclosed response form and returning it to us, or by going online at www.gmfuturetransport.com by **10 October 2008**. Sending the response form to us is free.

If you want to understand how these proposals affect you, you can attend one of the 46 exhibitions being held across Greater Manchester during July, August and September. **See inside to find the most convenient exhibition venue for you; or ring our helpline 0800 234 6100 for more information.**

A more detailed pack of information is also available – see inside for contact details.

Exhibition details

Location – Venues include	Dates	Time
Manchester – Sport City Belle Vue Athletics Centre	Saturday 12th July	10am-5pm
Failsworth – Tesco	Thursday 17th July	11am-7pm
Manchester city centre – Piccadilly Gardens	Saturday 19th July	10am-5pm
Manchester city centre – Piccadilly Gardens	Sunday 20th July	10:30am-4:30pm
Leigh – Asda	Tuesday 22nd July	11am-7pm
Sale – Town Hall	Wednesday 23rd July	11am-7pm
Westhoughton – Co-op car park	Thursday 24th July	11am-7pm
Stalybridge – Armentieres Square	Friday 25th July	11am-7pm
Salford – Regent Retail Park	Saturday 26th July	10am-5pm
Salford – Regent Retail Park	Sunday 27th July	10:30am-4:30pm
Prestwich – Library car park	Tuesday 29th July	11am-7pm
Hazel Grove – Sainsburys	Wednesday 30th July	11am-7pm
Middleton – Middleton Gardens	Thursday 31st July	11am-7pm
Museum of Science and Industry – Car park	Saturday 2nd August	10am-5pm
Manchester city centre – Albert Square	Tuesday 5th August	11am-7pm
Uppermill – Saddleworth Museum	Wednesday 6th August	10am-5:30pm
Ashton – Market place	Saturday 9th August	10am-5pm
Ashton – Market place	Sunday 10th August	10:30am-4:30pm
Oldham town centre – Market Place	Saturday 16th August	10am-5pm
Oldham town centre – Market Place	Sunday 17th August	10:30am-4:30pm
Manchester city centre – Piccadilly Gardens	Wednesday 20th August	11am-7pm
Bury town centre – Kay Gardens	Saturday 23rd August	10am-5pm
Bury town centre – Kay Gardens	Sunday 24th August	10:30am-4:30pm
Trafford – to be confirmed	Saturday 30th August	10am-5pm
Trafford – to be confirmed	Sunday 31st August	10:30am-4:30pm
Radcliffe – Market Piazza	Tuesday 2nd September	11am-7pm
Hyde – Asda	Wednesday 3rd September	11am-7pm
Cheetham – Manchester Fort Retail Park	Thursday 4th September	11am-7pm
Rochdale – The Butts	Saturday 6th September	10am-5pm
Rochdale – The Butts	Sunday 7th September	10:30am-4:30pm
Eccles – Morrisons	Tuesday 9th September	11am-7pm
Manchester city centre – Piccadilly Gardens	Wednesday 10th September	11am-7pm
Shaw – Market Ground	Thursday 11th September	11am-7pm
Stockport – Merseyway	Saturday 13th September	10am-5pm
Stockport – Merseyway	Sunday 14th September	10:30am-4:30pm
Ashton in Makerfield – Market Square	Tuesday 16th September	11am-7pm
Heywood – Times Retail shopping centre	Wednesday 17th September	11am-7pm
Farnworth – Asda	Thursday 18th September	11am-7pm
Bolton – Victoria Square	Saturday 20th September	10am-5pm
Bolton – Victoria Square	Sunday 21st September	10:30am-4:30pm
Wythenshawe – Forum shopping centre	Tuesday 23rd September	11am-7pm
Reddish – Morrisons	Wednesday 24th September	11am-7pm
Walkden – Ellesmere shopping centre/Tesco	Thursday 25th September	11am-7pm
Wigan – Market Place	Saturday 27th September	10am-5pm
Wigan – Market Place	Sunday 28th September	10:30am-4:30pm
Altrincham – Shaw Street market	Tuesday 30th September	11am-7pm

GMPT E MAY HOLD ADDITIONAL EXHIBITIONS – SEE LOCAL PRESS FOR DETAILS.

Summary

This brochure sets out how Greater Manchester Passenger Transport Authority (GMPTA) will spend up to £3 billion on improvements to public transport, cycling and walking, and use of our road network, along with more detailed information on the Association of Greater Manchester Authorities' congestion charging proposals for drivers. This brochure explains why the package is considered necessary, its impact, how you can take part and what happens next.

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Tackling congestion on our roads and public transport

Why is congestion a problem for Greater Manchester?

Greater Manchester's economy is growing rapidly. More new jobs have been created here than in any comparable area outside London over recent years. This economic success brings new challenges for Greater Manchester, including increasing demands for people to be able to travel to and from work at peak times of the day.

Traffic in Greater Manchester has increased by more than 12% in the last 10 years

The Association of Greater Manchester Authorities (AGMA) is committed to supporting further growth in future years, to provide more jobs and prosperity.

Increased travel to work in Greater Manchester is placing significant pressure on our roads, resulting in congestion getting worse each year. On average, traffic speeds are falling by 2.5% each year. This means journeys take longer. A journey that took 20 minutes in 2000, took 24 minutes in 2006. The current public transport network cannot cope with the extra demand.

Congestion is a problem for business. Employees and goods stuck on congested roads cost businesses money. Recent surveys have shown that most local businesses see traffic congestion as an increasing future threat to the local economy. This is backed up by research which found that, if we do nothing to address this problem, businesses will find it increasingly difficult to attract the workforce they need. Individuals will find it difficult to get to the jobs they want and continued economic growth will be stifled. If this continues, new businesses may start to look elsewhere to set up their operations.

At the same time, the number of people commuting by public transport is increasing, leading to overcrowding on rush-hour bus, train and Metrolink journeys. Current public transport systems do not have the capacity or the quality of service to meet the needs of this growing

number of modern commuters. Our bus service, in particular, needs to reflect the changing hours of both work and leisure as well as meeting the needs of Greater Manchester's communities.

Equally, congestion affects people's lifestyles and the environment as more and more time is wasted in slow moving traffic. The future problem of overcrowding on roads and public transport must be tackled. Given the time it takes to plan and put transport investments in place, decisions need to be made now if we are to continue to generate as many new jobs as possible for future generations.

What are our options?

Doing nothing is not a viable option.

Nor is building more road space. There is little remaining land available in our busiest areas for new road building. We need a solution that can significantly improve and expand our public transport systems, while making sure that we all make best use of our local road network.

All available funding options that could support this solution have been investigated. None of these are considered to be realistic. Only the strategy put forward by AGMA is presently capable of delivering the scale of necessary transport improvements and also tackling congestion.

Our response

AGMA's response to these challenges has been to develop a practical solution which uses the Department for Transport's (DfT) Transport Innovation Fund (TIF). This makes it possible to address all the issues through one investment plan.

This represents the biggest and most far-reaching local transport investment programme ever contemplated within the UK outside of London. And crucially, AGMA has committed to only introducing congestion charging when at least 80% of the transport improvements are in operation. This would be the summer of 2013 at the earliest.

In July 2007, Greater Manchester put its case for TIF financing, for which the DfT has now confirmed its support. The TIF package is made up of:

- an investment programme of up to £3 billion
- reforms to the way public transport is managed – including greater local influence over public transport systems
- a weekday peak-time only system of congestion charging starting in summer 2013 at the earliest, once at least 80% of the transport improvements are in operation.

Neither the Government grant (£1.5 billion) nor the loan package (£1.2 billion) would be available without the introduction of a weekday peak-time only congestion charge.

Income from the scheme will be used to pay for the wide-ranging transport improvements, 80% of which, will have been delivered before a charge could be introduced. Any extra revenue will be ring-fenced to fund future transport investment and this is guaranteed for at least 30 years.

Public acceptability

These plans have been designed to improve the travel choices for everyone who lives or works in Greater Manchester. The following pages summarise the improvements that we can deliver through the package and the weekday peak-time only charging scheme.

These proposals will only become a reality if we are confident that local people and businesses find them acceptable. The final section of this brochure gives details of how to take part in the consultation. Tell us what you think.



Traffic speeds are falling by 2.5% each year

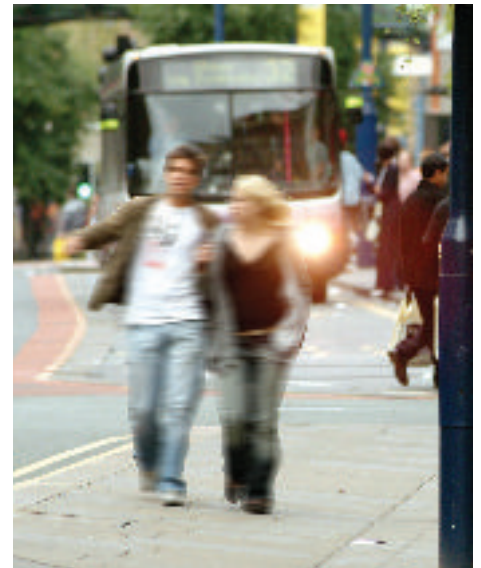
Meeting the needs of commuters on buses in all areas

The bus is a very important part of our public transport system; currently 80% of public transport journeys are made by bus. GMPTA/E will make sure that buses fit the needs and expectations of modern commuters, and integrate services with trains and trams.

Currently 80% of public transport journeys are by bus

Bus services you can rely on

- Additional services operating at peak times into local town centres and to Manchester city centre.
 - More services operating during the early morning, evenings and on Sundays.
 - Our aim is that at least 90% of people will be within a five minute walk of a service that on weekdays will run at least every 20 minutes during the day time and at least every 30 minutes on weekday evenings and during the weekends.
 - Three new Rapid Bus Services (Leigh-Salford-Manchester; Bolton-Farnworth-Manchester; and Didsbury-Manchester) will bring high-quality services to the bus network by creating far more space for bus only running.
 - Bus priority will be enhanced throughout Greater Manchester, providing faster journeys with increased reliability on high quality bus services, making buses an attractive alternative to the car.
 - More direct bus services connecting communities and town centres on different sides of Manchester city centre. See page 7 for a map showing the corridors on which these services will run.
- Frequencies and operating hours on orbital bus routes between major towns and neighbourhoods will be improved.
 - Bus feeder services to rail and Metrolink stations will be strengthened to provide effective integrated transport options.
 - The revised bus network will provide better access to key healthcare, employment and education centres.
 - Flexible transport services will be provided for more remote neighbourhoods to provide links into the mainstream network.





Buses which are easy to get on and off

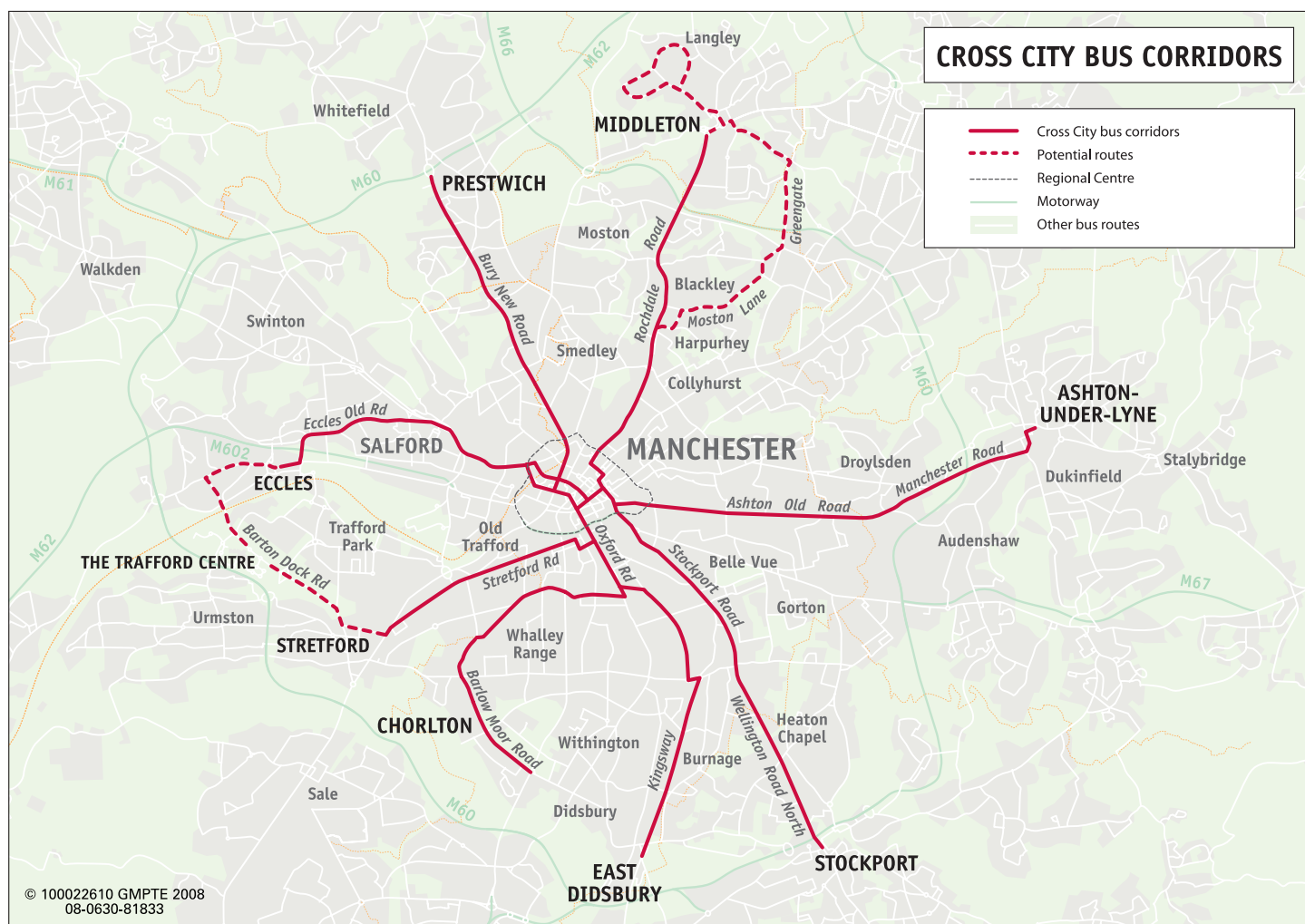
- By 2013 all new buses will be low-floor, making it quicker and easier for wheelchair users, passengers with buggies, and others who find steps difficult, to get on and off.
- Passengers will be able to pre-pay with Smartcards, removing the need to buy a ticket on the bus and the delays this can cause.

Bus services which are easier to understand and use

- Right across Greater Manchester, you will be able to find out where your bus is in seconds, by ringing or texting a special number or going on the internet.
- And you will find real-time information displays at the busiest stops showing when your next bus is expected.

Better passenger waiting facilities

- CCTV and better lighting at bus stops will improve safety and security.
- And if you need to change buses – or even change to Metrolink or a train – you will be able to do so more easily and conveniently at new interchange stations.



Providing more and better services for rail passengers

Many parts of our rail network are already running at well over capacity during peak hours of the day. The Department for Transport and GMPTA/E will enhance the rail network and there will be more carriages, longer platforms and improved stations.

Longer trains

- The Government has committed to deliver additional carriages to provide capacity for an additional 7,000 rail trips in the morning peak.

Reliable information

- The vast majority of passengers travelling on the rail network will benefit directly from electronic real-time train indicator boards, installed at the busiest stations, telling you when to expect your next train.

Stations

- Improvements will be made at 41 stations, including installing high-quality CCTV to improve passenger safety.
- A new station will be built at White City to improve connections between trains and trams.
- Plans for a new station at Golborne will be developed.
- Park and ride facilities will be improved and extended to provide an additional 1,800 spaces across the following stations: Stalybridge, Rochdale, Mills Hill, Horwich Parkway, Heald Green, Cheadle Hulme, Hazel Grove and Romiley.

Helping your onward journey

- New or improved interchanges at Altrincham, Bolton, Stockport, Wigan, Salford Central and Manchester city centre will make it easier to change between trains, Metrolink and buses, and offer a safer and more pleasant waiting environment.



Delivering a bigger and better network for **Metrolink** passengers

GMPTA/E will deliver Metrolink extensions to Manchester Airport, Didsbury, Ashton-under-Lyne, and Rochdale and Oldham town centres. Funds have also been earmarked for the expansion of the network to Trafford Park and The Trafford Centre. With the extensions already funded, we will almost triple the network and boost passenger numbers to up to 70 million every year.



Trams to new destinations

(See map on pages 10-11). Improvements to the Metrolink system are planned in two phases – 3a and 3b. Funding has already been secured for the Phase 3a extensions, and these will be completed in stages during 2011 and 2012. (These plans are included here to make it easier to understand the Phase 3b improvements, which are in the TIF package).

Under Phase 3a, which is already approved, we will build new lines out to:

- Chorlton-cum-Hardy/ St Werbergh's Road
- Oldham and Rochdale railway stations
- Droylsden
- A new spur from the Eccles line to Media City

In Phase 3b, with TIF funding, we will extend these lines to:

- East Didsbury
- Manchester Airport
- Oldham and Rochdale town centres
- Ashton-under-Lyne
- Funds have also been earmarked for the expansion of the network to Trafford Park and The Trafford Centre
- An additional connecting line will be built to accommodate the large number of extra services running through the city centre.

Frequent services

- Services running every six to 12 minutes to enhance capacity at peak times
- Services operating from 6am to at least 11.30pm, Monday to Saturday.

More trams

- **58** new trams in addition to the **40** new trams already ordered for the existing system and for Phase 3a
- By 2013 all peak-time Altrincham-Bury services via Piccadilly will have double length trams.

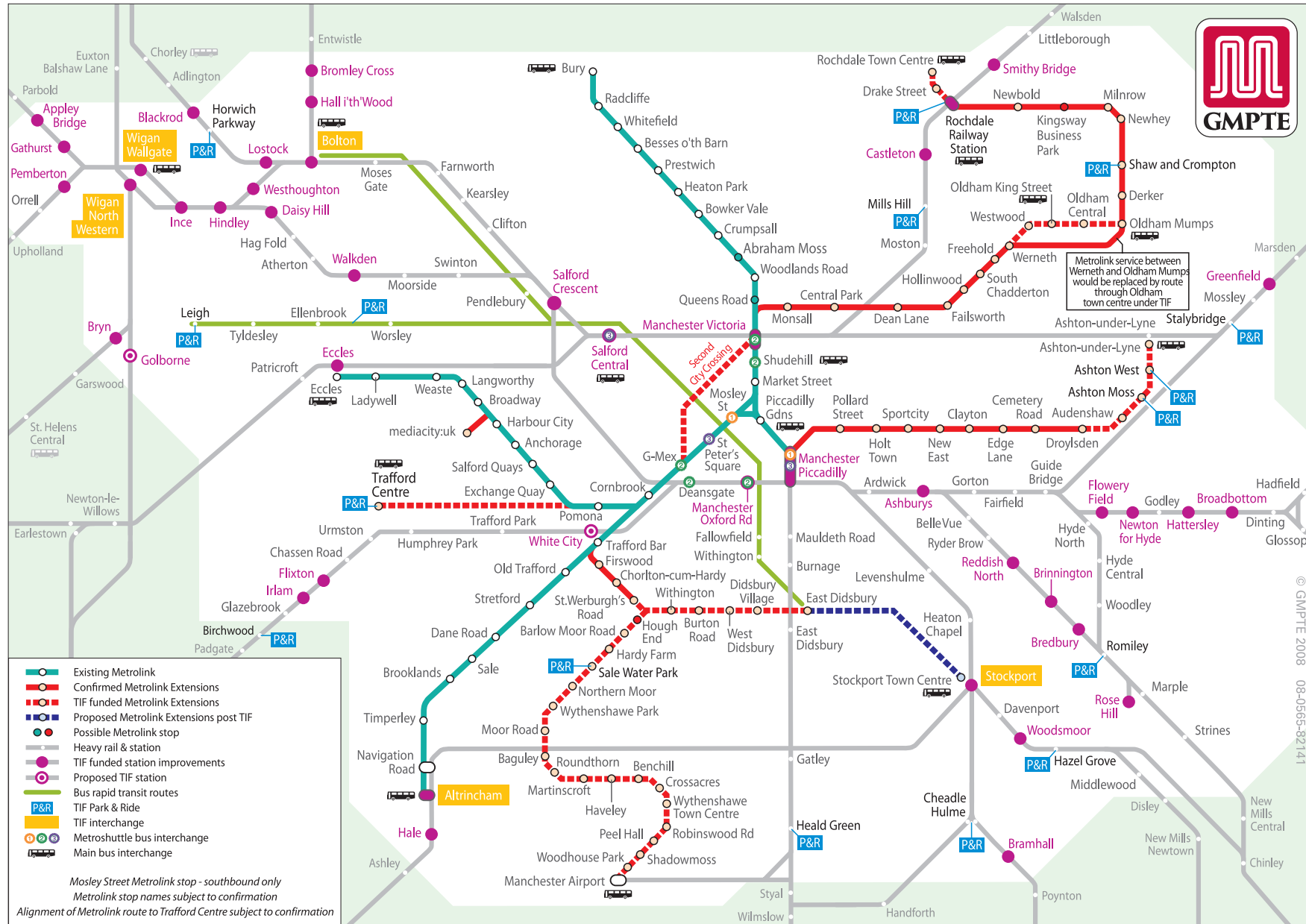
Other key features of Metrolink

- New ticket machines with Smartcard readers at Metrolink stops
- Electronic real-time indicator boards at stops
- CCTV at stops and in trams, plus security staff on the system
- Park and ride sites at Ashton Moss, Ashton West, Sale Water Park, Shaw and Crompton, adding to those in Hollinwood and Derker funded under Phase 3a.



Additional trams for more comfortable travel in peak hours

Greater Manchester Future Transport map:



Better integration between services

New transport interchanges

GMPTA/E will provide eight new interchange facilities, featuring modern passenger facilities, electronic real-time information boards and CCTV.

- In **Stockport town centre**, the bus station will be replaced with a multi-million pound interchange bringing the prospect of connecting bus services with the potential future Metrolink service. A new bridge will link the interchange to the A6 and a lift will improve access to the Mersey Square main shopping district.
- In **Wigan town centre**, the two railway stations, Wigan North Western and Wigan Wallgate and a number of nearby bus stops will be linked to provide an integrated public transport interchange. A new glazed canopy is planned to link the stations, with modern canopies to shelter bus passengers and electronic real time passenger information displays will be installed.
- In **Bolton**, the existing plan to relocate the bus station at a new site adjacent to the railway station will be delivered more quickly and with a larger scale of facilities. The bus and rail stations will be linked by a direct overhead walkway.
- In **Altrincham**, the TIF package will provide for the regeneration of the existing town centre interchange.
- In **Manchester city centre**, the current Chorlton Street coach station will be converted into a new bus interchange. The coach station will be relocated to a new facility on the site of the old Mayfield Goods Station adjacent to Piccadilly Rail Station and the current bus facility at Parker Street (Piccadilly Gardens) will be improved.
- At **Salford Central**, new facilities will be developed to integrate bus and rail services.

Park and ride

The number of park and ride spaces in Greater Manchester will double. Around 3,500 more spaces will be added at existing rail and Metrolink sites and up to seven new sites associated with the Metrolink extensions to Ashton, Trafford Park and Manchester Airport and the new Leigh-Salford-Manchester Rapid Bus Service.

- The new and refurbished spaces will offer secure, well-lit and supervised parking with high quality CCTV.



REFURBISHED SALFORD CENTRAL STATION

Tickets and Smartcard

Information, help and advice

GMPTA/E will introduce an electronic Smartcard so that passengers can more easily move from one type of public transport to another, without having to buy multiple tickets.

- Easier to use and understand fares system across all types of public transport
- Technology that calculates the best daily, weekly or period ticket for your journey
- Smartcard that fits easily into your wallet or purse
- Quicker journey times, as drivers will need to spend less time issuing the tickets and giving change
- A largely paperless system, resulting in less litter on and around public transport.

Further help and advice for commuters and businesses

The package will be supported by wide-ranging activities aimed at helping businesses and individuals to get the best out of the improved transport system:

- Dedicated travel planners for businesses and schools
- Personalised travel advice for local residents
- Support for car-sharing and car-clubs.

Traffic information

We will introduce a state-of-the-art traffic control system, speeding up traffic and helping you to avoid traffic jams:

- Automatic detection of incidents on the 15 main routes into the city centre
- Dynamic signs regularly updated with advice on alternative routes that you can use to avoid delays caused by accidents.



Yellow school buses – better travel for young people



GMPTA/E will also make sure that school children and their parents will also benefit from the TIF bid by introducing 120 purpose-built yellow school buses on 70 new services. A further 170 vehicles are also planned for the future.

- New, safe, high quality, fully accessible purpose-built buses
- Greater convenience, with pupils picked up close to home and dropped off near school
- Greater comfort, with a guaranteed seat for your child and no standing
- Improved safety and security, with CCTV and pupils signed up to a code of behaviour
- The buses will also be available for school trips, travel to swimming lessons, sports fixtures and for after school activities.

Yellow school buses offer a safe, convenient and environmentally-friendly way of getting young people to school. Where we have introduced them already, they have proved popular with parents/carers and their children. Many students have chosen to use the bus, saving parents and carers time and reducing traffic congestion in the process.

Easier and safer for **cyclists** and **pedestrians**



Cycling

New facilities will make cycling a safer and more attractive option for local trips:

- Expanded cycle network throughout Greater Manchester including to tram and train stations
- More than 2,500 extra cycle parking spaces will be introduced at 250 new locations
- Secure bike parking facilities at rail and Metrolink stations
- Innovative on-street cycle hire scheme for Manchester city centre.

Walking

Walking is a practical and healthy alternative for some short journeys. We will encourage more people to walk for at least some of their shorter trips and will identify the best local improvements, including:

- Widening and improving pavements
- Better signposting for key destinations
- Improving street lights.

These improvements will focus on the areas around neighbourhood centres and public transport interchanges. There will also be a number of community street surveys for certain town and district centres.

More than **2,500** extra cycle parking spaces will be introduced in **250** new locations



Delivering the **improvements** through new levels of **local control**

This is an ambitious programme for an ambitious city region. Delivering the new transport infrastructure on time and on budget, and running the new and improved services is a major challenge, but it's one we're ready for. That's why we are strengthening our existing delivery structures, and internal management processes.

GMPTA/E working with all the bus operators will strengthen its influence over local bus services, helping to make sure that they best meet the needs of local communities.

Wherever necessary the use of new powers from the current 2008 Local Transport Bill will be made to safeguard GMPTA/E objectives.



Congestion charging



Only when at least 80% of the transport improvements are in operation is it proposed that AGMA introduces a weekday peak-time only congestion charging scheme. This will be introduced in summer 2013 at the earliest.

Two charging rings

The congestion charging scheme is designed to tackle congestion at the time, and in the place and direction where it is at its worst. The system is based on two rings. Only vehicles heading in towards Manchester in the morning (7am to 9.30am) or outward away from Manchester in the evening (4pm to 6.30pm) will be charged. No other locations for charging are being considered.

The map on the next page shows the location of the rings. A detailed map of the inner ring is available from our helpline and can be viewed on our website and at exhibitions.

As the map shows, an outer ring of charging points will be located just inside the M60. Traffic on the M60 itself will not be subject to a charge. The exact location of charging points for the outer ring will be confirmed after discussions with the relevant local authorities, taking into account community ties and local interests.

The second set of charging points will be positioned to form an inner ring between the M60 and the centre of Manchester. Again, traffic orbiting that route will not have to pay.

The final detailed location of charging points on the inner ring will be the subject of detailed review to ensure neighbourhoods are not unnecessarily divided and local interests are protected. However, at this stage, four specific alternative elements of the inner ring have been identified for consultation feedback. We want to hear your views on these alternatives.

When and how the charges will apply

In the morning peak (7am to 9.30am), Monday to Friday only, the congestion charge will apply for vehicles travelling towards Manchester city centre. Drivers will pay £2 (at 2007 prices) when crossing the outer ring (just within the M60) and £1 on crossing the inner ring travelling towards Manchester.

There will be no charge for vehicles travelling away from Manchester at this time of the day.

In the evening peak (4pm to 6.30pm), Monday to Friday only, the congestion charge will apply for vehicles travelling away from Manchester city centre.

Drivers will pay £1 (at 2007 prices) when crossing the inner ring and £1 when crossing the outer ring.

There will be no charge for incoming cars at this time.

When and where will you not pay any charge

Monday to Friday, regardless of direction of travel, there will be **no** charge at all for any vehicles that cross rings:

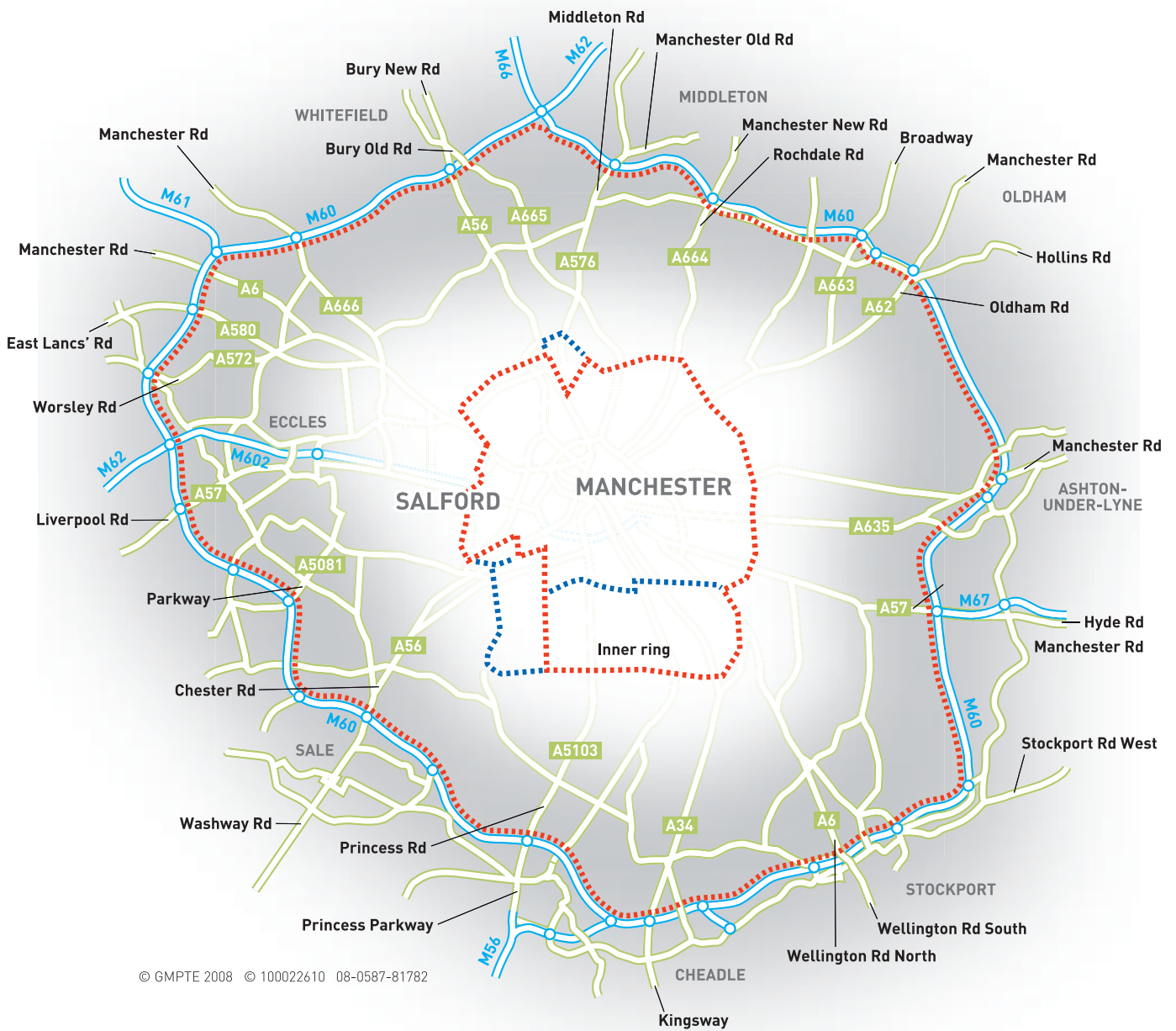
- before 7am
- between 9:30am and 4pm
- after 6:30pm.

There will be no charge at any point for drivers who:

- do not cross one of the rings during their journey
- travel around the M60 or the inner ring
- travel at weekends or on public holidays.

We estimate that fewer than 20% of peak-time drivers in Greater Manchester will pay a charge.

How will congestion charging work?



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PROPOSED CONGESTION CHARGING RINGS INCLUDING INNER RING ALTERNATIVES
 NOTE: ONLY SELECTED MAIN ROADS ARE SHOWN. THE FINAL POSITION OF THE CHARGING RINGS WILL BE CONFIRMED FOLLOWING CONSULTATION.

FOR A MORE DETAILED MAP OF THE PROPOSED INNER RING SEE OUR WEBSITE, CALL OUR HELPLINE OR VISIT OUR EXHIBITION.



The following table summarises the proposed charging policy. All figures are shown in 2007 prices, as this is the date of the TIF bid to Government.

We estimate that fewer than 20% of peak-time drivers in Greater Manchester will pay a charge.

	Crossing inner ring		Crossing outer ring	
	Inbound	Outbound	Inbound	Outbound
Mon-Fri 0700-0930	£1	•	£2	•
Mon-Fri 0931-1559	•	•	•	•
Mon-Fri 1600-1830	•	£1	•	£1
Mon-Fri 1831-0659	•	•	•	•
Weekends	•	•	•	•
Bank Holidays	•	•	•	•

Proposed discounts

A range of discounts is proposed and we would particularly welcome your views on these.

Low income workers

- It is proposed that the lowest paid workers who would incur a charge because their workplace is located within the M60 motorway should be eligible for a charging discount of up to 20%.
- Views are also invited through this consultation on whether a similar low income worker discount should be developed for public transport fares for the same group of workers.

Medical appointments

- It is proposed that patients attending hospitals and specialist health facilities within the M60 for regular treatment should be entitled to a 100% discount for any ring crossings that they incur on these days.
- It is proposed that there may be exceptional cases where it will be appropriate for people to receive a discount for charges whilst attending an appointment at a local health centre or GP clinic.

Blue badge holders

- A 100% discount is proposed for blue badge holders. Detailed arrangements will be developed following the conclusion of DfT's current review of policy guidance for issuing blue badges.

Motorcycles

- A 100% discount is proposed for motorcycles.

Licensed hackney carriages and private hire taxis

- A 100% discount is proposed for licensed hackney carriages that are registered with a Greater Manchester authority and for private hire taxis.

Buses

- A 100% discount is proposed for all service buses, Ring and Ride services and registered community transport services.

Emergency vehicles

- A 100% discount is proposed for all emergency service vehicles, including operational vehicles determined by the Chief Constable, Chief Fire Officer and Chief Executive of the Ambulance Service.

Trafford Park

- As the full package of measures for Trafford Park, including the proposed Metrolink extension, will not be complete until late 2016, an interim public transport package will be put in place and a 50% discount will apply for all charged car trips into/out of Trafford Park until the completion of the Trafford Park public transport package.
- Views are also invited through this consultation on whether a similar discount should apply for freight vehicles travelling into/out of Trafford Park.

Commercial vehicles

It is proposed that commercial vehicles, for example HGVs and vans, will be charged at the same rate as private cars.

Capped day-pass

A capped day-pass charge of £10 (2007 prices) is proposed, regardless of the number of times a charge point is crossed.

How payments will be made

The charging system will be free-flow, which means that a vehicle does not have to stop to pay. Instead, vehicles crossing a charging ring at a specified time will automatically trigger a charging process. Payment will be possible via a range of methods including pre-registered accounts paid by direct debit, or topped up by credit/debit card, internet banking or cash.

Vehicles that are not pre-registered could still travel through the charging rings. Drivers will pay by purchasing a single crossing, multiple crossing or day-pass by phone, online or SMS, with the payment being identified by the vehicle's registration number. Approved shops will also sell day-passes for cash, or credit/debit card payment. Certain payment methods, and drivers that are not pre-registered, may incur additional charges to cover higher administration costs.

Drivers who don't pay will be fined.

The average weekday daily charge at 2007 prices will be less than £3. We estimate that in 2013, the average weekday daily charge will be no more than £3.60.

Will the package address the congestion problems?



Detailed analysis of the package shows that it will have major benefits for the Greater Manchester economy, the environment and help to create a more inclusive society.

A 6% reduction of carbon dioxide (CO₂) emissions

A reduction of up to 10% local air pollutants

Economic impact

- Faster journeys – traffic levels on the busiest roads inside the charging rings in 2016 would be reduced by between 10 and 15% compared to doing nothing.
- Business cost savings – the business community could save up to £20 million worth of time lost to traffic delays every year to 2016.
- A wider range of jobs should be available to residents of Greater Manchester.
- The size of the available labour force within one hour's commuting time from their workplace, would be much higher, through improved public transport and road access to major employment areas.

Environmental impact

- Local air pollutants (NO_x and PM₁₀) will be reduced by up to 10% compared to projected 2016 figures in areas within Greater Manchester where air quality is currently at its worst.
- Carbon dioxide (CO₂) greenhouse gas emissions will be reduced by 6% across Greater Manchester as compared to projected 2016 figures.

Social impact

- The public transport package will make it easier for people in the most deprived and vulnerable communities to access employment opportunities, education centres, a wider range of health facilities and more fresh food outlets.
- The improved, modern public transport services and passenger facilities will open up the system to more older people, people with mobility difficulties and others who currently find public transport difficult to use.
- Improved security will give greater comfort for people who currently feel vulnerable on public transport.
- Public health improvements will also be achieved through increased walking and cycling.

How to **take part** in the consultation – how to find out more

The consultation

This brochure is part of a wide-ranging consultation process that is being managed on our behalf by Ipsos MORI. As part of the consultation, we will commission further independent opinion research.

A full report on the consultation findings will be published after the consultation is complete and made available at libraries and on the www.gmfuturetransport.com website. A summary will be sent to those who request it.

Your responses to this consultation will help AGMA decide whether or not to proceed with the package for final Government approval. An announcement is expected to be made about a referendum at the end of July.

Following this consultation, if we continue with the TIF package, we will conduct further public consultation later to consider the specific local implications of various schemes that form part of the package where detailed consultation has not been previously undertaken.

Your views are important

We are particularly interested to hear the views of local residents and businesses – that's why this brochure is being sent to all homes and businesses in Greater Manchester.

A response form is included with this brochure. Please fill it in and return it to us in the freepost envelope enclosed by 10 October 2008.

**GM Future Transport Consultation
Ipsos MORI
Admail Freepost 4115
Manchester M4 5ZZ**

You can also give us your views:

- Online at www.gmfuturetransport.com
- Via email at gmfuturetransport@Ipsos-Mori.com
- In writing to the GM Future Transport Consultation freepost address
- By texting us free at 60013. Simply text TIF plus your message.

If you represent an organisation or group you are encouraged to send us an email or a letter – the views of such groups may be made public.

How to find out more

As part of this consultation, we are holding exhibitions in each of the ten local authority areas of Greater Manchester (see the list on page 2). At these events you will be able to get more information, and talk to people about the proposed transport improvements and congestion charging scheme.

If you cannot get to an exhibition, please log on to our website www.gmfuturetransport.com where you will be able to view additional information, or **ring our helpline to find out how these plans will affect you.**

More detailed, technical papers, including copies of the charging scheme maps, will be available in libraries and can be downloaded from our website, or if you ring our helpline (**freephone 0800 234 6100**), we can post you copies. Please bear in mind that some of these are large documents.

Information in different languages and formats

To receive this brochure in other languages, or in Braille, large print or audio format, or to arrange for an interpreter at an exhibition, please ring **0800 234 6100**. If you use a text phone please dial 18001 before the phone number – you will then be connected to the BT Typetalk service.

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For more detailed information visit our website or ring our helpline.

www.gmfuturetransport.com
0800 234 6100

للحصول على هذا الكتيب باللغة العربية أو لحجز مترجم لحضور المعرض، الرجاء الاتصال بالرقم 0800 234 6100.

এই পুস্তিকাটি বাংলা ভাষায় পাওয়ার জন্য অথবা একটি এক্সিবিশন বা প্রদর্শনীতে একজন ইন্টারপ্রিটারের ব্যবস্থা করার জন্য দয়া করে টেলিফোন করুন 0800 234 6100 এই নম্বরে।

如欲索取這小冊子的中文譯本或需要安排翻譯員到展覽場地，請致電 0800 234 6100 查詢。

برای دریافت این جزوه به زبان فارسی یا برای تعیین وقت با یک مترجم در یک نمایشگاه، لطفاً با شماره تلفن 0800 234 6100 تماس بگیرید.

Pour obtenir cette brochure en Français ou pour organiser la présence d'un interprète à l'exposition, veuillez appeler le 0800 234 6100.

आ माहिती/एस्तावेज गुजराती भाषामां मेणववा अथवा तो अमारा डोएपछा प्रदर्शनमां दुभाषियानी व्यवस्था करवा माटे हूपा करी 0800 234 6100 नंभर पर होन करे.

Aby otrzymała broszurę w języku polskim lub zaaran owa tłumacza na czas wystawy prosz o telefon pod 0800 234 6100.

ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਕਿਤਾਬਚਾ ਪੰਜਾਬੀ ਵਿਚ ਚਾਹੀਦਾ ਹੈ ਜਾਂ ਤੁਹਾਨੂੰ ਨੁਮਾਇਸ਼ ਵਿਚ ਇਕ ਤਰਜਮਾਕਾਰ ਦੀ ਲੋੜ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਟੈਲੀਫੋਨ ਨੰਬਰ 0800 234 6100 ਤੇ ਫੋਨ ਕਰੋ।

Si aad u hesho buug yarahaani oo af Soomaali ku qoran ama tarjumaan laguugu nidaamiyo meel bandhig, fadlan wac 0800 234 6100.

اس کتابچے کی اردو میں کاپی حاصل کرنے یا نمائش میں مترجم کا انتظام کرانے کیلئے 0800 234 6100 پر فون کریں۔

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