

## **SUMMARY OF ISSUES FOLLOWING CONGESTION CHARGES RESPONSE GROUP MEETING ON 11<sup>th</sup> SEPTEMBER 2008**

### **COUNCILLORS ALYSON BARNES AND PETER STEEN**

- The consultation presents many opportunities but is largely focused on Greater Manchester Authorities. It is a good package for those authorities, but this development would also affect Rossendale significantly. How can the Borough benefit from this activity?
- Accessible website. Useful to have consultation sessions. Are any sessions planned to be held in Rossendale?
- Greater Manchester Transport looking at rail links in Rossendale. Will there be an opportunity for a Park and Ride scheme as part of this as there is a gap in this service. There is a need for park and ride provision adjacent or close to the railway.
- Developing a Multi Area Agreement on a Pennine Lancashire basis will build capacity and ensure a greater voice.
- Concessionary arrangements – GMPTE users have concessions on tram and train services, will users from Rossendale also benefit from these concessions?
- Will low income workers living in Rossendale but working in the Greater Manchester benefit from any concessions? Will residents from Rossendale who have hospital appointments in the charge zone also be exempted from paying the charge?
- Although the bus service is good there needs to be a more frequent service, with adequate park and ride provision.
- Better integration between services. How will new bus facility in Rossendale link in with new services?
- How will the electronic Smartcard used in Rossendale interact with that use on the Greater Manchester interlink? Will it be the same card?
- Need to publish details of the consultation on our website to raise awareness.
- Creates investment in public transport in Greater Manchester area.
- Rossendale's location at the gateway between Lancashire and the Greater Manchester conurbation has made it increasingly popular with commuters. This popularity is increased by the semi-rural setting and attractive environment that the Borough enjoys.

One impact of this is the high levels of out-commuting with around a half of the Borough's working residents travelling outside of the Borough to work and a net work migration figure of nearly 7,000 (i.e. 7,000 more people travel out of the Borough to work than travel in). This level of work loss represents an increase of 43% over the 1991 - 2001 decade and is the largest change experienced by any district within Lancashire.