

# Annex 11

## Greater Manchester Passenger Transport Authority (GMPTA)



### GMPTA Policy Plan

**A11.1** The *Public Transport Policy Plan* is a statement of the Authority's policies for the period 1999-2004. It recognises the crucial strategic role of GMPTA in developing the Greater Manchester public transport network in accordance with LTP objectives. Policies are set out according to seven key themes:

- **Passengers First** – *adopting a clear customer-orientation in the services that are co-ordinated, specified or provided by the Authority*
- **Integrating the networks** – *working with operators and other partners through the Integration Project to ensure that the different service networks such as bus, rail and Metrolink complement each other, are easy to use and are integrated with cycling and walking*
- **Building Partnerships** – *working in partnership with public transport operators, local authorities, central government, the European Union, regeneration agencies and the private sector to achieve the quality of public transport Greater Manchester needs*
- **Access for all** – *providing or specifying services that are fully accessible to all*
- **Safe and secure** – *ensuring that passenger safety and security is given the highest priority in the design and operation of public transport facilities*
- **Environmental responsibility** – *promoting the role of environmentally friendly public transport in providing an attractive alternative to the private car*
- **Investing in the future** – *building a public transport network essential for more sustainable mobility and economic regeneration*

**A11.2** The *Strategic Development Plan, 1999*, is a companion document to the LTP. It sets out the Authority's broad investment proposals over a ten year period, and is entirely consistent with the LTP strategy.

### Role in delivering the Greater Manchester transport strategy

**A11.3** The Authority has a county-wide responsibility for the promotion of public transport and as such will take forward the public transport initiatives contained in the LTP. This will be achieved by:

- *bringing forward measures proposed under the Quality Partnership Agreement to which GMPTA is a joint signatory, along with the District Councils, the Highways Agency, public transport operators, Railtrack and Manchester Airport*
- *overseeing the implementation of the Metrolink 'single contract' and the letting of the operating franchise*
- *carrying out feasibility work to facilitate the continued development of the public transport network, including further extensions to Metrolink, the Leigh/Salford/Manchester QBC and other innovative transport proposals*
- *GMPTA continuing to act as project co-ordinator for the Quality Bus Corridors programme, and implementing the associated improvements to passenger waiting facilities and passenger information*
- *extending these improvements to the rest of the bus network through the Integration Project*

- *continuing to build new, and refurbish and remodel existing, bus stations and interchanges that are clearly focused on the needs of passengers and provide them with a safer, more comfortable and secure waiting environment*
- *seeking to obtain, through the re-franchising of rail services, the service standards identified by the Greater Manchester Rail Strategy study*
- *continuing to work with OPRAF, the Strategic Rail Authority, Railtrack and the train operating companies to provide the necessary track and service capacity and to improve the waiting environment for passengers*
- *continuing to improve the network to make it more accessible to people with mobility impairments – but also continuing to invest in specialist transport for those unable to use conventional services*
- *using revenue budgets to fund concessionary fares and accessible transport. Subsidy for essential bus services that are not commercially viable will continue, but the scope for using shared taxis or similar initiatives will be investigated in areas where they provide a more cost-effective alternative*
- *working with the District Councils to maximise the regeneration impact of public transport investment, through co-ordination with area based programmes such as SRB, and with local planning initiatives*
- *assisting District Councils in working with businesses, hospitals and schools to draw up Travel Plans, for both existing and planned developments. GMPTE is in the process of preparing a Travel Plan for its own staff*

## **Implementation programme for 2001/02 to 2005/06**

### **Major works**

**A11.4** Subject to a successful Transport and Works Act application, GMPTA is bidding for the construction of the Leigh Guided Busway in 2002/03. This will form part of the Leigh-Manchester QBC, providing a fast, direct public transport link between Leigh and Manchester, and greatly improving public transport access in the west of the County.

**A11.5** The Authority is also bidding for additional tram capacity on the Bury-Altrincham line, in the form of non-powered centre sections that would be added to the existing vehicles. This will alleviate the current overcrowding and allow the further development of the service.

**A11.6** Funding for the Metrolink 'single contract', covering extensions to Oldham-Rochdale, Manchester Airport and Ashton-under-Lyne, has been agreed with government. The Authority also holds powers to build a further three extensions: to Trafford Park, the Lowry arts centre (as a spur off the Salford Quays-Eccles line) and East Didsbury. These lines will be included in the contract documentation for the 'single contract', and the private sector invited to bid for their construction. Depending on the outcome of this process, we may need to hold further discussions with government regarding the future funding of these extensions.

## GMPTA

### Minor works

**A11.7** The 2001/02 programme will see a continuation of existing programmes to:

- undertake minor improvements to bus, train and tram stations
- replace Ring and Ride vehicles
- provide minor on-highway facilities for buses
- fund studies into the development of the bus and rail network
- provide Travelshops at key locations
- develop the Integration Project
- allow for the provision of public transport facilities for the Commonwealth Games

**A11.8** In addition, a number of new initiatives will provide improved waiting facilities, recognising the fact that a step change in quality is necessary if public transport is to become the mode of choice:

- the start of a two year, £1.75 million scheme to re-model Middleton bus station
- a contribution to the bus station element of the multi-modal interchange at Manchester Airport
- on the Metrolink network, the start of a programme to give a small number of former British Rail stations a comprehensive upgrading to provide modern passenger facilities. These 'Flagship' stop schemes will set the standard for the remainder
- the start of a programme to provide additional bus shelters

Table A11.1: Minor works programme for 2001/02

Scheme type	Schemes	Cost £000s
<b>Schemes costing more than £250,000</b>		
Bus station	Middleton (2 year scheme)	1000
Bus station	Airport Interchange	500
Rail station	New station investment	1000
<b>Other schemes</b>		
	Bus station improvement	320
	Bus infrastructure	1230
	Rail station improvement	280
	Metrolink station improvements	755
	Network development	900
	Integration Project	200
	Support services	515
	County-wide schemes (non public transport)	350
<b>Sub-total</b>		<b>7050</b>
Further minor works		1410
<b>Total</b>		<b>8460</b>

**A11.9** To extend the scope of the public transport network, giving more people access to high quality facilities, GMPTA will continue to develop the Leigh Guided Busway and Stockport Metrolink extension schemes.

**A11.10** The Authority's aspiration is to see two new rail stations constructed each year at an estimated total cost of about £25 million over the five year period. The Authority looks forward to the investment which is expected to be delivered by the Rail Modernisation Fund, which should include new rail stations. The Authority's bid, at this stage, is for £6.4 million for new local rail stations and this is expected to be complemented by substantial private sector resources. For this reason the Authority has not bid for specific stations in order to retain maximum flexibility and to be in a position to optimise private sector contributions. It has however, identified a list of 20 rail stations which are viewed as having considerable potential and these are shown in figure 2. Of these the following ten rail stations have been selected for early assessment: Baguley, Dewsnap, Diggle, Dobb Brow, Droylsden, Golborne, Park, Stepping Hill, Simpsons Corner and Slattocks. The last two have been brought forward specifically as Park and Ride stations. A new station at Kenyon Junction is currently expected to be privately funded, is also primarily a park and ride station. In addition the Authority is bidding for £4.0 million for new Metrolink stops on the Bury to Altrincham line.

**A11.11** The final element of the 2001/02 programme is for support services. This encompasses upgrades to information technology equipment, support for the LTP process and capitalised salaries for staff working directly on the development and implementation of schemes in the capital programme.

**A11.12** The remainder of the five year programme will see a continuation of the programmes outlined above, as well as the following:

- *refurbishment of Wythenshawe and Hyde bus stations*
- *refurbishment of the bus element of Altrincham Interchange, in association with town centre redevelopment*
- *alterations to Rochdale bus station to create an improved passenger waiting area and facilitate interchange with Metrolink*
- *a further investment in new rail stations*
- *a programme of 'Flagship' station improvements (similar to those proposed for Metrolink) on the heavy rail network*

## GMPTA

Table A11.2: Minor works programme for 2002/03 – 2005/06 (£000s)

Scheme Type	Scheme	2002/03	2003/04	2004/05	2005/06
<b>Schemes costing more than £250,000</b>					
Bus station	Middleton (completion)	750			
Bus station	Hyde	750	750		
Bus station	Wythenshawe		750		
Bus station	Rochdale			1000	1000
Bus station	Altrincham		1000	1000	
Rail stations	New station investment	1500	400	1160	1840
<b>Other schemes and programmes</b>					
	Bus station improvement	270	305	295	370
	Bus infrastructure	830	830	830	830
	Rail station improvement	545	1010	975	990
	Metrolink station improvements	1000	920	755	855
	Network development	450	350	350	350
	Integration Project	200	200	200	200
	County-wide (non public transport) schemes	350	0	0	0
<b>Other</b>	Support services	405	535	485	615
<b>Sub-total</b>		<b>7050</b>	<b>7050</b>	<b>7050</b>	<b>7050</b>
Additional resources		1410	1410	1410	1410
<b>Total</b>		<b>8460</b>	<b>8460</b>	<b>8460</b>	<b>8460</b>

**A11.13** In addition, the Authority has a commitment to fund the fitting out of the proposed new Shudehill bus station, which will be met from capital resources.

**A11.14** If a higher level of resources were to be made available, the Authority would use the additional funds to:

- *accelerate the programmes for minor bus station improvements, 'Flagship' rail station improvements and the building of the third new rail station*
- *build additional Metrolink stops to improve access to the Bury-Altrincham line*

### Revenue expenditure

**A11.15** Table A11.3 outlines the Authority's revenue budget for 2000/01. Revenue services are funded by a levy on the District Councils, with the exception of the cost of rail support which is funded entirely by Government in the form of the Special Rail Grant.

**A11.16** The major element (£37.2 million) of the concessionary support budget is to reimburse bus operators who participate in the scheme. The remainder is split between rail, Metrolink and inter-operator ticketing. The budget heads for subsidised bus and school bus services are self explanatory, but options for containing the costs of school services are being reviewed in relation to the provisions of the Transport Bill.

**Table A11.3: Revenue expenditure 2000/01**

<b>Revenue Budget</b>	<b>£000's</b>
Concessionary support	42900
Subsidised bus services	7520
Subsidised schools services	7200
Metrolink	1230
Accessible transport	4340
Integration Project	2730
Rail	60460
Passenger facilities and GMPTA support	6080
Finance costs	30470
<b>Total</b>	<b>162930</b>

**A11.17** Revenue support for accessible transport underpins our commitment to ensuring equal access for all. This covers the operation of the Ring and Ride service, the Travel Vouchers scheme (subsidised taxi travel for people who are unable to use public transport) and grants to the voluntary sector for community transport.

**A11.18** Bus revenue support will be the subject of a Best Value review, starting in 2000. The aim is for greater clarity over the objectives of the £62 million of revenue support to the bus industry, and how effectively these are being achieved by current spending.

**A11.19** The Metrolink budget head covers depreciation charges for Bury-Altrincham line and for financial responsibilities in respect of maintenance, monitoring and access charges that have not transferred to the operator.

**A11.20** The Integration Project aims to develop public transport as a single network in line with Government objectives. The budget covers the waiting environment (excluding bus stations), passenger information, through ticketing, promotion and market research – but excludes rail elements (funded by the Special Rail Grant).

**A11.21** The passenger facilities budget covers expenditure on facilities at bus stations. The GMPTA support services budget is largely self explanatory, but includes provision to meet the costs of the Best Value work programme.

**A11.22** Stable revenue funding is important if the Authority is to be able to deliver a comprehensive public transport system that provides a more attractive alternative for those with access to a car as well as for those who are dependant on public transport for their mobility.