



The Greater Manchester Future Transport proposals would represent a huge change in the quality of public transport in the region. All authorities are committed to working together to make sure that future developments are properly co-ordinated to ensure the widest possible benefits for the region as a whole.

For more information about the TIF scheme visit www.gmfuturetransport.com

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



Greater Manchester's Future Transport.

What it means for Cheshire.



The ten local authorities of Greater Manchester are currently consulting on proposals for the largest investment in public transport that the UK has seen outside of the south east of England, supported by a limited weekday peak-time only congestion charge.



Consultation

AGMA (The Association of Greater Manchester Authorities) has discussed the proposals with authorities in Cheshire to explore how the improved public transport can best support residents of Cheshire who work in, or visit, Greater Manchester.

You can tell us your views by going online at www.gmfuturetransport.com or by requesting a response form from the free helpline on 0800 234 6100.

The proposals are designed to allow Greater Manchester and Cheshire to continue to grow and create new jobs and prosperity for people across the whole region for decades to come.

They include extra seats on peak-time trains running into the city from across the region, and the creation of new Park & Ride sites outside of the charging rings for commuters who want to drive to the conurbation and finish their journey on public transport. The impact of the changes will result in clearer roads for those who do continue to drive into the centre of Manchester.

Consultation runs until 10 October. Residents of Greater Manchester will vote on the proposals towards the end of the year.



Key parts of the proposed investment for Greater Manchester include:

- Investment in the region's railways, both in improving over 40 stations across Greater Manchester and lengthening trains. Peak-time services to and from Manchester will gain in the region of 7,000 additional seats.
- Along with investment already confirmed, the Metrolink tram system will almost treble the length of track, the number of stations served and the number of passengers carried.
- Rapid bus services on key commuter corridors.
- Eight new state-of-the-art transport interchanges.
- A doubling of Park & Ride facilities.
- Smart card electronic ticketing.

These, and other investment, will be funded in part by a weekday, peak-time only congestion charge.

Details of the investment, including downloadable brochures, are available at www.gmfuturetransport.com.



Why is congestion a problem for the region?

Greater Manchester's economy has been growing rapidly. More new jobs have been created here than in any comparable area outside London over recent years and the city region is an engine for economic growth across the North West.

This economic success brings new challenges for Greater Manchester and the surrounding region, including increasing demand for people to be able to travel to and from work at peak times of the day.

Road traffic in Greater Manchester has increased by more than 12% in the past ten years.

This increased congestion on the roads around the conurbation has led to overcrowded public transport.

The Association of Greater Manchester Authorities (AGMA) is committed to supporting further growth in future years, to provide more jobs and prosperity across the region. If growth is to continue it is vital that jobs are accessible to people across the region, and that the skills of the region's population are accessible to companies working in Greater Manchester.

On average, traffic speeds in the conurbation 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.

AGMA's fear is that these slowing road journeys, with no acceptable public transport alternative, makes Greater Manchester a less appealing workplace for people across the North West and that individuals will not have access to the jobs they want.

If Manchester is to continue to generate jobs across the region something has to be done.

Congestion is also 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.

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 represents the biggest and most far-reaching local transport investment programme ever contemplated within the UK outside of London.

Of the investment, of up to £3 billion, £1.5 billion will be a grant from central Government and £1.2 billion will be a loan repaid by the week day peak-time only congestion charge. Further funding would take the form of the DfT purchasing carriages for the region's commuter trains and contributions from bus operators and others.

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

Income from the scheme will be used to repay the loan for the wide-ranging transport improvements.

80% of these improvements will have been delivered before a charge is introduced, which would be in the summer of 2013 at the earliest.



Congestion charging

Greater Manchester's scheme is very different from London's. It has been specifically designed to manage the congestion that Greater Manchester suffers at the time and place it principally occurs.

The system is based on two rings.

The outer ring will be located just inside the M60. **Traffic on the M60 itself will not be subject to a charge.**

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.

No other locations for charging are being considered.

Full details of the locations of the rings are available on www.gmfuturetransport.com

When and how the charges will apply

In the morning peak (7am to 9.30am), Monday to Friday only, the congestion charge will only apply to vehicles travelling towards Manchester city centre. Drivers will pay £2 (at 2007 prices) when crossing the outer ring and £1 on crossing the inner ring. There will be no charge for vehicles travelling away from Manchester at this time of the day, nor for travelling within the rings or staying outside of the M60.

In the evening peak (4pm to 6.30pm), Monday to Friday only, the congestion charge will apply to 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 cars travelling towards Manchester at this time.

An independent regulator will be appointed to oversee future price changes.

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; or
- travel at weekends or on public holidays.

This means most leisure activities, such as attending football matches or the theatre, will not incur a charge.

A number of discounts have been proposed, as well as a maximum charge per day for multiple crossings – details of these can be found at www.gmfuturetransport.com

We estimate that fewer than 20% of peak-time drivers in Greater Manchester will pay a charge, while only 2% of peak-time car journeys will incur the full £5 charge (at 2007 prices).

So what will these proposals mean for people living in Cheshire?

The economies of both Greater Manchester and Cheshire are dependent on a mobile, flexible work force that is able to reach a wide range of jobs across the region. Broadening the job market for businesses will be a key factor in ensuring that our region's economy is able to continue posting impressive growth figures.

Increasing opportunities and prosperity in the North West region demands a modern and efficient transport network that makes travel between Greater Manchester and Cheshire easier.

AGMA's proposals are designed to provide more options for people travelling between Greater Manchester and Cheshire, whether for business or pleasure.

These will be enhanced by the creation of a comprehensive transport network that is designed to cope with increased volumes, while offering improved comfort and safety. For those that still choose to drive all the way into Manchester, their journeys will be easier as congestion will be reduced.

The TIF package cannot provide answers to all of the region's transport needs, but it is an opportunity to achieve a joined up approach for the future of Greater Manchester and the region.

The train at platform...

Additional carriages on routes into Manchester will reduce overcrowding – today, up to one in three passengers may have to stand during peak hours on the way into Manchester.

Under the proposals, train journeys into Manchester from Crewe via Wilmslow, Buxton via Disley, Stoke-on-Trent via Macclesfield, Chester via Knutsford, and from Warrington, will all provide an improved commute for people during peak hours.

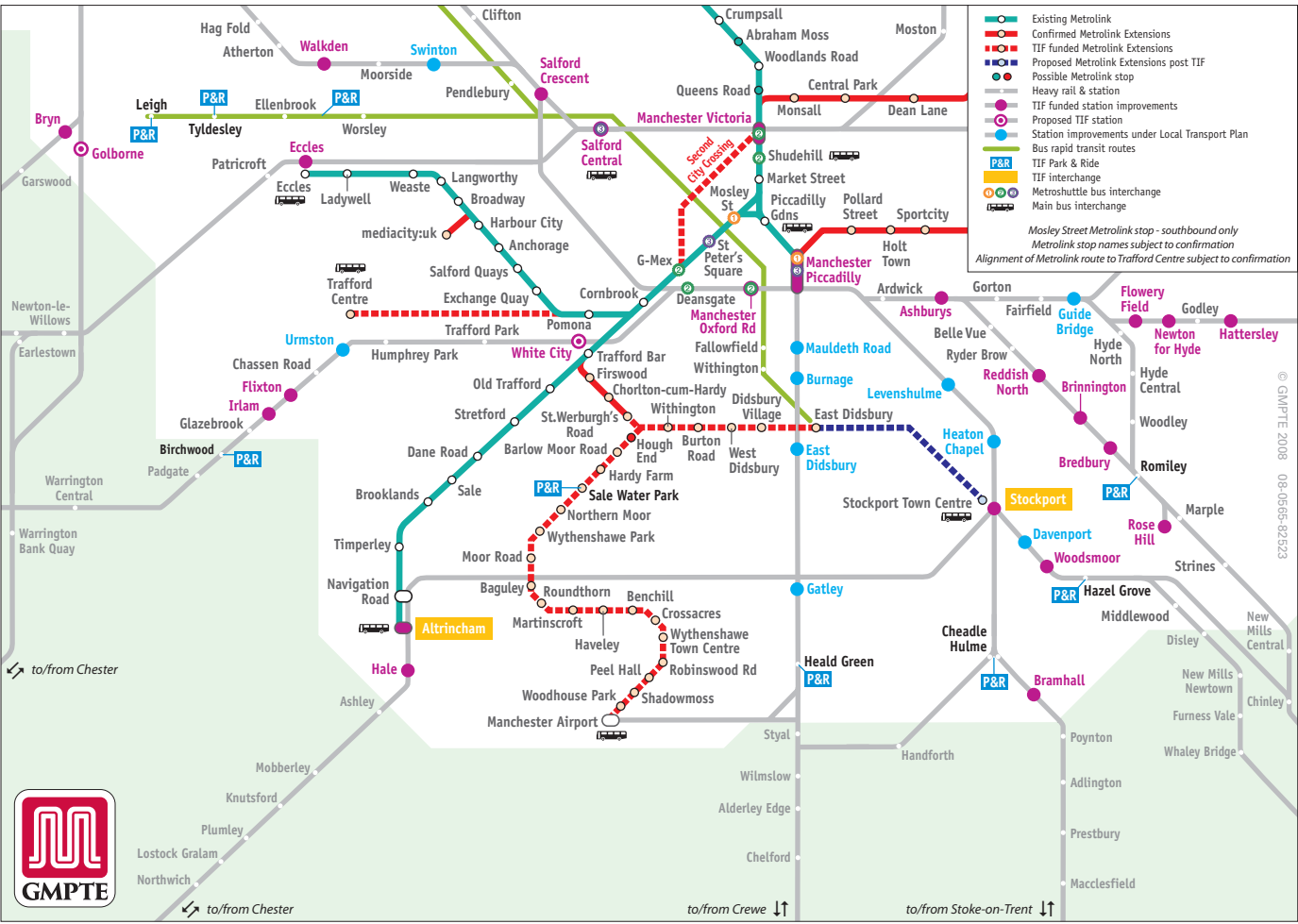
Additionally, overcrowding will reduce further as people living closer to Manchester will have alternative ways of travelling into the centre – expanded Metrolink services and a more efficient bus network, including a series of Rapid Bus Services, will see some existing train users within Greater Manchester opt for these alternatives.

On arrival...

People from Cheshire will find a modern transport system once they get to Manchester, making travelling in and around Greater Manchester far easier for commuters and visitors.

New or improved stations and interchanges will enable people to transfer from train to either bus or Metrolink easily. New interchanges are planned at Altrincham, Stockport and White City. This will make journeys to intermediate destinations, such as Salford Quays, Trafford Park and Manchester Royal Infirmary, far easier.

An easy to use and modern ticketing system will enable people to travel around Greater Manchester on different modes of transport. Simple to understand fares and a new smart card ticketing system will make life easier for visitors to Greater Manchester.



Car...

There will be new, or enhanced, Park & Ride facilities at Birchwood, Sale Water Park, Heald Green, Cheadle Hulme, Hazel Grove and in the vicinity of The Trafford Centre. Those drivers from Cheshire who have poor access to the rail network near home will be able to park up and transfer to high quality and frequent bus, Metrolink or train services to reach their destination. These sites will be well lit and have CCTV.

Drivers from Cheshire paying the congestion charge will have a number of ways in which they can make their payment. For regular payers, an account can be opened and 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. Less frequent travellers can pay by purchasing a single crossing, multiple crossing or day-pass by phone, online or SMS (text).