

# Consultation & Engagement Report 1

Consultation and engagement with the public, key stakeholders and partners have continuously informed the development of the 2<sup>nd</sup> Greater Manchester Local Transport Plan. Involvement in the LTP has depended on the varying requirements in its lifecycle, from reflection on progress with LTP1, to development of a longer term vision, agreement on strategic priorities, targets and delivery programmes.

This supporting LTP2 document details the various consultation exercises that have been undertaken to guide the development of Greater Manchester's second Local Transport Plan. The work was carried out between the end of the first Local Transport Plan in 2000 and the submission of the final document in March 2006.

The execution of consultation and engagement was overseen by a central Participation Sub-Group drawn from LTP partners including the Greater Manchester Joint Transport Team, the Greater Manchester Public Transport Executive, the Greater Manchester Passenger Transport Authority, the Greater Manchester Transport Resource Unit and nominated Greater Manchester Local Authority officers. The rationale throughout the LTP2 process has been to keep all parties informed and engaged and to ensure reasonable opportunities were made available for comment and influence. The LTP Participation sub group ensured that strategic consultation and engagement was delivered for the LTP through a variety of means including media, conferences, commissioned research, consultation and involvement in evaluation exercises. A great deal of consultation and engagement was delivered by LTP partners and other sub-groups in the course of developing and executing LTP policies, such as innovative work in relation to the Bus Strategy, Accessibility Planning Partnerships and programme delivery - for example Quality Bus Corridors, public transport integration and youth engagement.

The development of LTP2 has therefore been highly interactive; the process of plan making from constituent local authorities, GMPTA and overall from AGMA (the Association of Greater Manchester Authorities) has been developed in tandem with local agencies and organisations including Government Office for the North West, the Highways Agency and neighbouring local authorities. In addition, consultation has taken place with key institutions and groups from the Health, Business and Education sectors and transport itself such as operating companies and user interests. Wider awareness and involvement from the general public and key community groups such as the voluntary sector and target groups including the disabled, young people, socially-excluded and Black Minority Ethnic interests have also been successfully included in LTP2.

Importantly, this document provides an overview of the responses received and how they have influenced the drafting of the provisional LTP2 document. The consultation exercises have been primarily qualitative to gain opinions on people's concerns and aspirations for transport in Greater Manchester. The comments can be seen in the appendices to this document, along with responses made by the Greater Manchester authorities.

The aim is to continue and evolve involvement processes throughout the lifecycle of LTP2 to ensure ongoing engagement with all relevant parties to assist the continuing development and delivery of the LTP.

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## 1.1 Summary of consultation responses and how they have influenced LTP2

Both the public and stakeholders agree with the public transport led approach proposed by the Greater Manchester Authorities. In short, a range of improvements to public transport were suggested, including support for Metrolink expansion and other major schemes, punctuality, integration, more comprehensive routes and services, investigations into new approaches to ticketing, developments and improvements to stations and interchanges; and a better cleanliness of vehicles.

In terms of people's aspirations, both 'carrot' and 'stick' approaches were proposed. Consultees made reference to the importance of aligning land use and regeneration policy with any emerging transport agenda and the awareness of changing lifestyle choices which impact on the transport requirements of the travelling public in Greater Manchester. For example, Manchester's city centre economy is increasingly moving towards a 24-hour culture. This has implications for employers who need efficient public transport throughout the night to ensure staff can access new employment opportunities outside traditional shift hours. Links with major employers and schools, to increase the introduction of green travel plans and ensure the development of safe walking and high quality bus services, were also supported.

Linkages with major employers, schools and health facilities were seen as vital. These destinations are major trip generators that will increasingly require innovative approaches to relieve localised congestion and car parking shortages. Representatives from these organisations expressed support for Green Travel Plans, safe walking routes and high quality bus services. There were also wider, strategic initiatives suggested which are outside the control of transport bodies but which could be explored by local authorities. Possibilities included investing in CCTV facilities in town and district centres and staggering school opening and closing times.

A number of comments were made that would need action at a national level, such as "Underspend from LTP1 being carried forward to LTP2", "Authorities should be penalised for spending non-ring fenced funding on other issues than transport", "LTP funding should be able to be spent on revenue schemes", "Cost of motoring involves too many fixed costs, need to move to a costs at time of use approach". These comments will be passed on to the Department for Transport.

The consultation that was carried out on the provisional document, both stakeholders and the general public, showed a broad level of support for the strategy. Improvements to public transport and access to amenities were the areas where strongest levels of support were observed.

The four common transport themes that emerged from our work match the four shared priorities of:

- Congestion
- Air Quality
- Road Safety
- Accessibility

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Many were suggestions and ideas that the Greater Manchester authorities are working towards through the LTP2 process. The full table of responses can be seen in the appendix of the consultation report. As with many transport issues, comments cut across themes and therefore could fall into a number or all of the categories.

## 1.1.1 Congestion

Consultees consistently suggest improving public transport as the best way of getting people out of cars, and so relieving congestion.

They express considerable support for improved public transport spending and continuing endorsement for the Phase 3 and further Metrolink extensions. There is a desire for bus service improvements, and a need for them to be reliable, frequent, clean, safe, integrated and cheap. Requests are made for measures to expand park and ride capacity. This is included in the LTP through provision of parking spaces along existing and proposed fixed track routes.

The support for Metrolink is consistently strong across stakeholders and all groups. Recent consultations have attracted comments illustrating frustration at the lack of progress on Phase 3. The limited number of negative comments relate to overcrowding, high fares and safety/security concerns.

Bus services evoke the most responses and comments. Nearly all are complaints, regarding poor reliability, lack of information, lack of service provision, poor facilities and safety/security concerns. We are aware of the failings of some elements of the Greater Manchester bus network, particularly services away from the main routes. Our Bus Strategy sets out how Greater Manchester authorities will continue to work with operators to bring about improvements, including the use of Statutory Quality Partnerships and, where necessary, Quality Contracts. Our Bus Strategy describes this in more detail.

Best Value indicator 104 shows 55% of residents said they were satisfied with local bus services. This figure rose to 82% for frequent heavy rail users, and 90% for light rail. This is illustrated by the fact that building on recent initiatives and improving services was a popular suggestion for both heavy and light fixed track modes. Requests were received for increased frequencies and opening of new lines and stations. More details on these indicators are in the Monitoring Report also included within this Annex

Problems with traffic flow were raised for certain routes at certain times. Improving traffic flow by better traffic signaling was a popular suggestion. There were complaints about poor quality parking and lack of spaces but little support for stringent parking restrictions. Demand management was raised by stakeholders as an issue (some in favour of measures, some against), and more so than by members of the general public.

Both stakeholders and the general public made comments seeking an expansion of the Yellow School Bus programme. People believe that children enjoy travelling on Yellow School Buses and in the long term that they help to improve attitudes to public transport amongst young

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people. The valuable contribution made by Yellow School Buses to reducing congestion was recognised by both stakeholders and the public. The school run accounts for approximately 25% of cars on the road during the morning peak in Greater Manchester.

Improving public transport to the Regional Centre and other town centres was the most popular suggestion in the Transport Matters exercise; this was followed by promoting Metrolink and rail service improvements.

## 1.1.1.1 How comments on congestion have shaped LTP2

We are using technology to develop our urban traffic control systems further. This encompasses sections of the Greater Manchester motorway network under the control of the Highways Agency. We also need to maximise use of our public transport services in relation to the cost of their provision.

Metrolink Phase 3, as presented in the Integrated Transport Strategy, is carried forward as the centrepiece for LTP2, along with the completion of the QBC programmes for radial routes to Manchester, the Northern Orbital schemes, and the JETTS routes. Most QBC programmes involve the re-allocation of road space to public transport. These schemes will be carried out within an approach that embodies high quality interchanges at bus stations and elsewhere to provide seamless journeys, a safe and accessible network with comprehensive travel information.

We have directed significant resources into travel planning, with particular emphasis on 'Smarter Travel' options. We have a specific 'champion' to prepare a business plan and implement the initiative, using advances in travel and traffic information technology.

A number of different organisations questioned whether the provisional walking target should be limiting the decline of walking trips to 15%. As a result of this consultation, further analysis including modelling was carried out. The target has been changed to reducing the decline to 5% in the early years with a levelling-out over the LTP2 period.

Results from both GMPTE's regular 'Tracking Survey' and a survey of bus passengers have shown that reliability/punctuality is the issue of greatest concern to passengers. As a result, a major study was commissioned into the causes of unreliability. The Bus Strategy was revised to include measures aimed at tackling the issues identified. It now places far greater emphasis on improving the monitoring and management of punctuality (including operator specific monitoring, with trigger points for call-in meetings and the production of Performance Improvement Plans); developing a cashless/changeless fare strategy; and on tackling the 'school run' (through the introduction of dedicated Yellow School Buses) rather than introducing bus priority measures alone.

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## 1.1.2 Air Quality

The public and stakeholders cite traffic as the major contributor to air and noise pollution in Greater Manchester. This is complemented by support for sustainable modes such as improvements to routes and facilities to encourage walking and cycling across the borough. Most comments from cyclists are complaints about lack of improvements to routes and facilities. Concerns also exist about cyclists on pavements intimidating pedestrians.

The most popular traffic restriction measure to aid those who get about by foot is pedestrianisation of town centre areas.

63% of the Transport Matters respondents suggested that promoting the use of fuel-efficient technologies was a high priority.

Consultation on the Strategic Environmental Assessment has also been undertaken. Workshops presented by independent consultants have been held, with a wide range of stakeholders attending and full discussions involving all parties.

### 1.1.2.1 How comments on improving air quality have shaped LTP2

Councils are working with bus operators to reduce bus emissions. One of the only policy tools available at present to public bodies to encourage operators to invest in clean bus technology is grant-aid for low pollution technology. We will continue to provide these grants to Greater Manchester operators throughout the lifespan of LTP2. Whilst we can seek changes to conditions for services that GMPTE procure, there are limits on what we can do at present to “clean up” the remaining 85% of bus services that are run commercially.

A Greater Manchester Freight Drivers Map has been created and circulated in a bid to reduce emissions from goods vehicles in places where a significant impact on health may occur. It will be updated in a further 12 months.

Our operator partners will continue to introduce new low floor vehicles, so that the fleet percentage composition of this type will further increase. This should also raise overall vehicle quality, especially in the north of Greater Manchester, and have a positive effect on air quality as Euro 2, 3 and 4 emission standard engines increasingly come on stream.

The Atmospheric Research Group, who contacted the Joint Transport Team during the consultation, have assisted in the development of the GM LTP air quality strategy.

More details on air quality issues can be seen in the air quality strategy.

Local Cycle Forums have fed made an input to local cycling strategies and local transport policy. Similarly, walking groups and cycling forums in Stockport have been utilised to advise upon scheme design and matters of policy.

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In an Oldham postal survey, views on three major transport schemes were explored (safer cycle routes, on-road cycle training for children, on-road cycle training for adults). For each scheme, respondents were asked if they were aware of it, if they thought that it would benefit the residents of Oldham, and if they felt that the Council should increase its provision. The majority (76%) believed that the creation of cycle routes and on-road cycle training for children would benefit the residents of the Borough. A lesser proportion (58%) backed on-road cycle training for adults. This has resulted in this authority increasing its budget for implementation of cycling provision

The Greater Manchester cycling programme was constructed around the following four principles based of the National Cycle Strategy, namely:

- Engineering – especially creation of safe cycle network and facilities
- Encouragement - marketing and promotion
- Education – especially child cycle training
- Enforcement – in partnership with Greater Manchester Police

Cycle England were provided with the provisional LTP and the cycling strategy and asked to comment. They gave broad support for the document, and thought that whilst our targets were ambitious, they were not unrealistic. Cycle England also supported our policy of looking at key areas around Greater Manchester to receive increased amounts of funding for cycle improvements in bid to increase cycling numbers in these potential hot spots. Because of this endorsement ,the overall approach in final LTP2 remains unchanged from the provisional plan.

More details on sustainable modes can be seen in the walking and cycling strategies.

## 1.1.3 Road Safety

Public opinion is divided on traffic calming and lowering speed limits. Support exists for lower speeds in residential areas but there is less support for lower speed limits on main roads. There is also concern over lack of adherence to the law and insufficient police enforcement. Training and increased policing is seen as more useful than advertising and publicity.

The issue of safe public transport is a recurrent theme, particularly from young people. Respondents believe that public concerns regarding safety are discouraging use. Although this may only be a perception, stakeholders are supportive of improving safety at interchanges, and extending the use of CCTV and real-time information.

Disability groups are concerned about the interface between buses, pedestrians and other vehicles in some town centres, which causes road safety problems and reduces the confidence of members to travel by bus.

64% of respondents in the Transport Matters exercise thought that encouraging drivers to reduce their speed should be a high priority.

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## 1.1.3.1 How comments on road safety have shaped LTP2

We expect to continue the measures and approaches adopted over the LTP1 period, such as:

- Safety partnerships between agencies, such as the police, to increase safety and security on the road and on public transport
- Speed management (e.g. 20 mph zones and speed cameras)
- Local safety schemes
- Improved cycle and pedestrian facilities
- Home Zones
- Road Safety education

Tameside Borough Council included questions on road safety and local safety issues in a panel survey aimed at gaining feedback on local safety schemes. The information gained was used to help the council plan its road safety and casualty reduction initiatives.

Public transport users have become increasingly concerned over community safety issues across the borough in the past five years. Partnerships have been set up between transport operators, the police and local authorities to improve the sense of security experienced when people travel on public transport, and pilot projects such as dedicated units to tackle crime and anti-social behaviour have been set up. In town centres, the expansion of CCTV coverage and the growth of ranger/patroller/community safety officers using other funds have had an undoubted effect in improving perceptions of security.

In responses to passenger concerns, GMPTE is in the process of developing a three year (2005 - 2008) framework to achieve noticeable and sustainable reductions in public transport-related crime and disorder and an improvement in passenger perceptions of personal safety and security.

An objective of LTP1 was to encourage short journeys to be made on foot or by cycle, rather than by car. Measures to achieve this will continue in LTP2, again involving roadspace re-allocation, and particularly with the aim of building comprehensive, safe networks for cyclists. This has important links to community safety policies for transport, and to the health agenda.

More details can be seen in the road safety strategy.

## 1.1.4 Accessibility

Stakeholders believe that there are areas in Greater Manchester where accessibility to key facilities is a problem. The accessibility planning work, using the Accession software has been used to identify specific areas and an action plan has been drawn up to develop options for improvement. Solutions for specific areas may include non-transport solutions, involving changes in the way services are delivered, as well as transport solutions such as demand responsive transport or improved delivery of information. Consultation also highlighted concerns that some housing and retail developments are built on sites without consideration of access by public transport, walking or cycling. Local Development Frameworks and development control measures will be used to ensure that transport accessibility is considered for all new sites

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There is a belief in Greater Manchester that more emphasis needs should be placed on integration of different modes of transport. There was support for improvements to Interchange facilities, fully integrated Greater Manchester ticketing introduced more widely (inter-modal and inter-operator), and increased parking near public transport links (e.g. park and ride). Newer low floor buses are considered a welcome improvement, especially particularly by disability groups and the elderly members of the public. Disability groups see Metrolink as very accessible and easy to use, but feel that rail replacement services do not appropriately cater for disabled passengers.

Comments have been received from the Chamber of Commerce representatives and from the public suggesting there is a need to ensure that orbital as well as radial links exist across the conurbation. In addition, it was felt that better cross boundary travel (e.g. Lancashire to Greater Manchester) could be improved.

Improving public transport to amenities was seen as very important by the general public, 68% of Transport Matters respondents though this should be a high priority in LTP2.

## 1.1.4.1 How comments on Accessibility have shaped LTP2

As the commercial bus network has shrunk— especially in the evening and on Sundays – the ability of those without access to a car to reach the facilities they require has been reduced. Subsidised conventional bus services may help to overcome this, but there is a shortage of revenue resources to provide them. Over the life-span of LTP1, there has been an expansion of demand-responsive and Community Transport operations to cater for areas of very low demand. In LTP2, we will continue to subsidise non commercial services and expand the role of demand responsive and Community Transport where appropriate.

Network improvements, including the further expansion of demand responsive transport to meet accessibility gaps will largely be revenue-funded and therefore outside the scope of this LTP. However, there may be opportunities for the use of capital monies for vehicle purchase and booking/despatch systems.

We plan to maintain a prioritised ‘register’ of accessibility issues. This will be a dynamic register developed with partners and updated as issues are addressed, new issues emerge and circumstances change.

We have established three strategic Greater Manchester level accessibility partnerships covering access to:

- Education and training
- Employment
- Health and food

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A multi stakeholder consultation event and ongoing partnership work with accessibility partner organisations and companies has helped to develop a Accessibility Planning Strategy for Greater Manchester to inform the work of the three Strategic Accessibility Partnerships cited above. These discussion have helped to establish ground breaking consensus and shared understanding in this new and complex area.

More details can be seen in the Accessibility Strategy.

Physical access has been gradually improved over the LTP1 period by the introduction of new low floor buses and ongoing programmes for ramps, tactile strips, dropped kerbs, automatic doors and 'talking signs'. These measures will continue to be implemented. Despite this, many step-entrance vehicles still need to be replaced, and we are dependent on our partner operators to achieve this. The sections of the Disability Discrimination Act dealing with access to public transport have been brought into operation, requiring further improvements.

Our operator partners will continue to introduce new low floor vehicles, so that the fleet percentage composition of this type will further increase

Requests were made from stakeholders asking for more an increased significance to be put on the role of community transport. This can be seen in the updated bus strategy.

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## 1.2 Consultation throughout LTP1 period

Two main types of consultation activities were carried out over the LTP1 period. These are;

Rolling consultation and research e.g. GMPTA Public Forums and Market Research e.g. GMPTE Tracking survey and Local Authority Citizen Panels.

Ad-hoc scheme/policy specific consultations. Over 900 individual scheme consultations have been conducted in Greater Manchester in the last two years. These range from area-wide Home Zone consultations to small-scale initiatives on individual safety schemes including consultations for Travel Plans.

The LTP Participation sub group commissioned a mapping exercise of all transport relevant consultation activities over the LTP1 period, other than on individual schemes, these are listed below (major scheme consultations are included as they may identify policy relevant information). A number of examples of this consultation are detailed in the following text. This information was disseminated to all LTP sub groups to help inform their work;

*Table of consultation activities carried out in Greater Manchester*

Local Authority/ Organisation	Consultation Title
<b>Bolton</b>	Bolton Transport Study
	Citizen's Panel – Commonwealth Games, Bolton Festival & Transport
	Citizen's Panel – Commonwealth Games, Bolton Festival & Transport – Young People in Bolton
	Citizen's Panel Survey 2004 (current)
	Staff Travel Plan Survey
	Bolton Economic Development Zone
	Diversity Strategy 2003 – Arts Based Consultation
<b>Bury</b>	Walking Strategy Consultation 2003/04
	Cycling Strategy July 2003
	Area Boards
<b>Manchester</b>	Best Value Survey 2003/04 – Residents, Businesses & Council Employees
	Consultation on the objectives and outputs of the Transport Thematic Partnership Neighbourhood Renewal Fund
	Community Transport Plans
	Transport Advisory Board
	City Centre Bus Operator Meetings
	City Centre Coach Operator Meetings
	Consultation on input into Plans – New East Manchester
	Extensive Consultation including transportation issues on: <ul style="list-style-type: none"> <li>● Strategic Regeneration Framework for North Manchester;</li> <li>● New East Manchester Regeneration Framework;</li> </ul>

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Local Authority/ Organisation	Consultation Title
	<ul style="list-style-type: none"> <li>● New East Manchester Transport Vision and Strategy;</li> <li>● Central Manchester Strategic Regeneration Framework</li> <li>● Wythenshawe Strategic Regeneration Framework.</li> </ul> <p>All the above include regular liaison with regeneration partners to take forward both Framework documentation recommendations and the objectives of the Local Transport Plan resulting in partnership working on both minor and major schemes.</p>
	Ward Co-ordination meetings
<b>Oldham</b>	The Oldham Way (3 Surveys, June 2002, Dec 2002, July 2003)
	Green Travel Plans
	Cycling Forum
	Personal Journey Planner
	Area Consultation Events Database
<b>Rochdale</b>	Citizen's Panel – Third Survey Feb 2002
	Citizen's Panel – Fourth Survey Nov 2002
	Citizen's Panel – Fifth Survey Nov 2002
	Citizen's Panel – Seventh Survey Sept 2003
	Environment Groups
	Pride of Place – Community Strategy 2003-2007
<b>Salford</b>	Charleston and Lower Kersal New Deal for Communities
<b>Stockport</b>	SEMMMS New Relief Road Scheme Phase I
	SEMMMS New Relief Road Scheme Phase II
	Reddish ITC
	Staff Travel to Work Survey 2004
	Adwood and Bridgehall Community Transport Plan
	Brinnington QBC
	Civilising Cities project in Great Moor and Cheadle Hulme North
	Community Transport Plans (Cheadle Hulme & Romiley)
	District Centre Transport Plans/Programme
	District Centres Focus Groups and Telephone Surveys

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Local Authority/ Organisation	Consultation Title
	Green A-Z Map Project
	Hazel Grove
	Shaw Heath Community Transport Plans
	Stockport Cycle User Group
	Stockport Interim Local Access Forum
	Stockport Walking Forum
	Stockport Environment Fair
	Transport Health Check & Transport Summit
	Disability Stockport & Vulnerable Road Users Group
	Best Value Review Panel Survey Oct 2002
	Citizen's Panel Survey – Transport Solutions Jan 2003
<b>Tameside</b>	Resident's Opinion Survey Nov 2002 – Jan 2003
	Citizen's Panel - Survey Ten July 2002
	Citizen's Panel – Survey Eleven Spring 2003
	Community Strategy – Jan 2003
	Aston Renewal Interim Evaluation – July 2002
	Transport Audit
<b>Trafford</b>	The Trafford Partnership – Transport Stakeholder Event
	Citizen's Panel – Quality of Life Survey 2003
<b>Wigan</b>	Citizen's Panel – Local Neighbourhood and Environmental Health
	Citizen's Panel - The A5225
	Citizen's Panel - Road Safety
	Citizen's Panel – Shopping
	Citizen's Panel – Access to Health Services/Noise/Cycling
	Citizen's Panel – Engineering Consultancy
	Citizen's Panel – Car Parks
	School Travel Plan
	Forums
<b>GMPTA</b>	Local Transport Groups
	Council Tax Feedback
	AGMA User Satisfaction Survey – Autumn 2003
	Transport Resource Unit

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Local Authority/ Organisation	Consultation Title
<b>GMPTE</b>	Altrincham Interchange
	Corporate Governance Review
	GMPTE Complainants Satisfaction Survey
	GMPTE Website Accessibility
	GMPTE All Modes – Service Planning Review
	Tracking Survey
	Wigan Safety and Security Initiative
	Bus Escorts Study
	Peripheral Estates Research
	Accessibility of Publicity and Information
	City Centre Ticketing Study
	Readycard for the Under 11s
	Find Your Bus Display Signs
	Understanding the Term Reliability
	Bus Station Surveys
	Bus Real-Time Passenger Information Evaluation Study
	Bury Interchange Study
	Christmas Park and Ride
	Marple Park and Ride
	Evaluation of School Bus Features
	Manchester Ring Road / CT Liaison
	QBC Patronage Study
	Bus Shelter Design Focus Groups
	Valuation of Station Facilities
	Review of Partington and Cadishead Community Transport Scheme
	Awareness of GMPTE Promotional Campaigns
	Marketing Campaigns
	Ethnic Minority Travel to School Attitudes
	Public Perceptions of Public Transport Service Options
	Diversity Strategy
	Rural Bus Challenge – Mossley and Uppermill
	Cycles on Metrolink
	Consultation with Potential Concessionaires
<b>Greater Manchester Police Authority</b>	Youth Seminars

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Local Authority/ Organisation	Consultation Title
<b>Manchester Chamber of Commerce</b>	Congestion charging – Autumn 2002
	Future of the Railways – Summer 2003
	Park and Ride – Summer 2003
<b>Salford University</b>	Travel Audit – Nov 2002
	Audit of University Car Park Users – Nov 2003
<b>Hope Hospital</b>	Travel Audit – May 2002
<b>BVPI</b>	All Local Authorities
<b>GMJTT</b>	Transport Matters – Winter 2003
<b>Manchester Airport</b>	Ground Transport Steering Group
	Community Relations 'Outreach' Session
	Civil Aviation Authority Data
	Staff Travel Survey
	Ground Transport Strategy Update
<b>Greater Manchester Casualty Reduction Partnership</b>	Drive Safe – March 2004
<b>Unitary Development Plans</b>	All Local Authorities
<b>GMCVO/TRU</b>	Consultation wide a wide range of voluntary organisations, given them the opportunity to engage in and respond to consultation on transport policy. See section 3.5.

## 1.2.1 Local Transport Public Forums

The GMPTA host Local Transport Public Forums in each of the ten Greater Manchester districts. The meetings are open to the public and involve members of disabled transport user groups, senior citizen groups, elected members and neighbourhood groups. There are two parts to each meeting, the first being a 45 minute operator's surgery, the second half allows the GMPTA and Local Authorities to present the latest local policy developments.

## 1.2.2 Council Tax Leaflet

Along with the annual council tax bill, a leaflet is distributed to all homes within the Greater Manchester conurbation providing information to residents regarding public transport. It explains who the PTA are and details their current and proposed achievements. In addition to this, it explains how council tax is spent on public transport and provides a telephone number for comments as well as advertising the Local Transport Groups.

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## 1.2.3 Environment Groups

Environment Groups have been set up in each of the three townships in Rochdale borough (Pennines, Heywood and Rochdale). They involve groups of local people who have an interest in the topic to be discussed. Within the groups there is a traffic sub-group. Stockport MBC have had discussions with environmental groups regarding identifying species locations and mitigation measures that could be undertaken in the event of the SEMMMS new relief road being constructed.

## 1.2.4 Transport Thematic Partnerships

All Local Strategic Partnerships in Greater Manchester include transport matters. The Manchester LSP has a dedicated Transport Thematic Partnership whose key objective is to “develop an integrated transport network that promotes a safer, healthier, economically competitive, environmentally sustainable and fully inclusive Manchester”. The partnership was established in March 2003 and it comprises of representatives from: public transport operators for bus, rail, Metrolink and taxis; the business sector (e.g. Chamber of Commerce); public agencies (e.g. GMPTE, GM Police); walking and cycling groups; private transport sector (e.g. RAC, motorcyclists); environmental groups (e.g. Friends of the Earth); and community and stakeholder groups.

The partnership meets every six weeks to evaluate progress in achieving their objectives. These cover: road safety, improving public transport, access to employment, community engagement in local transport policy and traffic management, walking and cycling, travel plans, hierarchy of road users, increasing public transport patronage, reducing congestion, improving perceptions of transport, and influencing mainstream transport funding programmes. They provide a scrutiny role to the LTP process.

## 1.2.5 Citizens Panels

Many local authorities in Greater Manchester utilised Citizens' Panels to gauge public opinion on a number of issues pertaining to transport. Panels are a cost effective method of consulting with a representative sample of residents. As the panel is set up to be representative of the district it should include respondents of all ages and ethnic groups. Response rates are generally high as they consist of people who have indicated that they want to take part in consultations. Response rates will often range from 60%-80%; this often means achieving a sample size of 600-800.

A number of the district councils have taken advantage of the existence of a Citizens' Panel in their area and ensured that transport related questions have been included in panel surveys.

Wigan has made extensive use of their Citizens' Panel to consult regarding transport related matters. It consists of 200 adults (aged 18+), recruited to be representative of the borough. The panel has been consulted via postal surveys on the following subjects:

- The Local Neighbourhood & Environmental Health
- Road Safety, Air Quality & Planning and Development

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- Shopping
- Access to Health Services, Noise and Cycling
- Engineering Consultation
- Car Parks
- A5225

Rochdale Borough Council have included questions on transport issues in a number of Citizens' Panel surveys. Subjects explored have included maintenance of roads and footpaths, use of local taxi services, initiatives that would improve public transport, the use of public transport and satisfaction with bus services (in order to inform the development of the Community Plan), and road safety.

Just under half of respondents use taxis once a month or more frequently. The majority of respondents had not complained about taxi services but those respondents who had, mainly complained to the operator themselves.

Although the maintenance of highways was considered to be very important, respondents were not happy with the level of service they received.

Since this survey, the Technical Services department has looked at ways to improve service delivery and there are ongoing discussions with the service provider McAlpine to produce an improved Highway Maintenance Plan. As a result of the survey, extra funding for highway maintenance has been sourced and since then satisfaction levels have risen.

Health facilities that were identified as the hardest public services to get to were; Hospital Outpatient Clinic; Hospital Casualty Department; Community Health Clinic; and Doctors' Surgeries.

Initiatives that were suggested to improve public transport included: more services running on time; tickets valid on all buses; trains and trams; more frequent services; and cheaper fares. Initiatives to address these issues are contained throughout the LTP.

Oldham Borough Council conducted three different consultation activities with the Oldham Citizens' Panel. The first aimed to gain a general overview of local residents' opinions regarding changes in transport provision. Overall, respondents tended to feel that there had not been any improvements in transport in Oldham over the last two years. The majority of respondents stated that they would like Metrolink to come to the borough with any extra government funding for transport to be spent on road and pavement maintenance.

## 1.2.6 Bolton Staff Travel Plan Survey

The Council conducted a survey of staff's current travel patterns to and from work. The study consisted of a questionnaire on the Bolton MBC Intranet. The survey showed that encouraging staff to use public transport would require a substantial overhaul of the current service. Bus and train services would need to be more frequent and reliable and in addition, train fares would

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need to be cheaper and there was a need for more direct train services. The survey also showed that emphasising the health benefits of walking and cycling might encourage more staff that live close to work to travel this way.

## 1.2.7 Tracking Survey - GMPTE

GMPTE undertake a tracking survey every six months to help understand travellers' attitudes to a wide range of local transport service attributes, including rail, bus, Metrolink and car. They currently have 5 waves of survey data starting in July 2001 and for each wave they have 1000+ household interviews with residents of GM and 800+ interviews with frequent users of bus, rail and Metrolink. The most recent household (resident) survey results continue to show that having a service which is reliable and on time is by far the main improvement required across all three modes are:

- A frequent service during the day (more so for bus, lower for rail)
- Fares that are affordable (more so for rail, least so for Metrolink)
- Personal safety at all stages of the journey (more so for rail)
- Clear and accurate information available for users (especially Metrolink, less so for bus, outside top 5 for rail)

Clean and comfortable vehicles are a top priority for rail users. It is non-users of all modes who are likely to be dissatisfied with current performance. For frequent users of public transport, reliability is the number one issue across all modes. Over time, satisfaction with Metrolink has consistently been higher than bus or rail for both regular users of the service, and for Greater Manchester residents as a whole.

## 1.2.8 Quality Bus Contracts

All QBCs undergo a 2 stage consultation process. The first stage is a 'whole route' consultation which identifies issues. These are then used as the basis for developing detailed proposals. These are then subject to the second, more detailed, stage of consultation. This ensures that local concerns are not overlooked in the introduction of a strategic scheme. Chorlton is a good example of this approach. Local traders were concerned about having sufficient parking and loading facilities. The proposals made the best use of the existing limited space by providing parking and loading bays. Several formalised parking and loading bays were introduced to bring order to the existing pavement parking, and prevent parked cars blocking the road. In addition, some bus stops were relocated to create more on street parking for local shops and businesses and parking and loading bays built into the existing pavements to prevent parking in the cycle lanes and the road.

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## 1.3 Consultation leading up to provisional submission

Consultation for LTP2 has been carried out by the Greater Manchester Joint Transport Team, Local Authorities and the GMPTE. Details on the consultation the Local Authorities have undertaken on their programmes can be seen in the main document in chapter 4 of the main document.

The approach to consulting specifically on Local Transport Plan 2 has been related to the six stages of the transport decision-making process, beginning in Autumn 2004 and running until January 2006.

These are:

- Problem definition
- Option generation
- Option assessment
- Formal decision taking
- Implementation
- Monitoring and evaluation.

We have engaged stakeholders at the first three stages, beginning with a Vision 2020 conference at the City of Manchester Stadium in October 2005 and the subsequent collation and analysis of feedback. Following this, a number of other consultation events and projects have been organised in the lead up to submission of the provisional document in July 2005. These are shown in the table below, and the methodologies expanded upon in the following text. The individual responses to these consultation events and projects can be found at the back of this document. The Greater Manchester Forum, a group made up of the voluntary sector, higher and further education representatives, Trade Unions, the Private Sector and the 10 District Council Local Strategic Partnership (LSP) chairs, has also been involved in the development of the Provisional Local Transport Plan, from the early vision work through to development of the key elements of the strategy.

Groups and Areas consulted	Consultation Method used
Strategic partners i.e. local authorities including LSPs and government agencies	Vision 2020 conference Liaison with The Greater Manchester Forum Ongoing engagement with GMLTP local authorities and AGMA
General public	Production of Newspaper articles/advertorials Making Plans' leaflets distributed to GMPTE and other information outlets GMLTP website
Community groups Voluntary sector Transport user groups	Consultation via GMTRU Local Transport Public Forums
• Business	• Greater Manchester Chamber of Commerce (Focus Groups)

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Groups and Areas consulted	Consultation Method used
<ul style="list-style-type: none"> <li>● Education</li> <li>● Health</li> </ul>	<ul style="list-style-type: none"> <li>● Chamber Transport Survey, 2004</li> <li>● LTP External Liaison Group meeting</li> <li>● External Health Reference Group</li> </ul>
Operators	LTP External Liaison Group Community Transport Forum Vision 2020 conference

## 1.3.1 2020 Vision Conference

An initial draft Transport 2020 Vision document was launched in October 2004 and a conference held at the City of Manchester Stadium in October to stimulate debate.

111 Stakeholders were invited from a wide range of groups to attend the conference, and after presentations from key officers and councillors, an opportunity was given in breakout sessions for stakeholders to give their views on and influence the Vision and the development of LTP2.

The aims of the conference were to inform stakeholders about the broader transport strategy for Greater Manchester and the next steps for developing LTP2. The stakeholders were divided into groups, and presented with various themes to discuss.

The results to this consultation report show the results of this consultation and the responses made to these comments, along with a list of invitees. These can be seen in the consultation report submitted in July 2005, and can be found at the back of this document in appendix 1.

A wide variety of measures were proposed, in line with the varied interest of the stakeholders attending, both 'carrot' and 'stick' approaches were suggested and throughout all the discussions there were connections with land use and regeneration policies. Overwhelmingly the most popular suggestions were a wide range of improvements to public transport; improvements in punctuality and integration, more comprehensive routes and services, investigations into new approaches to ticketing, developments and improvements to stations and interchanges; better cleanliness of vehicles. Agreement was reached that Metrolink is the most appropriate transport intervention for Greater Manchester leading up to 2020.

## 1.3.2 Chamber of Commerce Consultation Events

In February 2005, The Greater Manchester Joint Transport Team held a number of consultation events with representatives from the Greater Manchester Chamber of Commerce. This was done in a bid to determine and confirm what the transport issues are for local businesses- be it their commuting workforce or issues that directly impact upon their business. A number of workshops were held around Greater Manchester, and two questions were asked:

- Has transport investment been effective over the past 5 years?
- What do you see as the investment priorities for LTP2?

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To stimulate debate, the facilitators asked the questions in respect of different modes of transport, in sequence. The individual responses made at these events can be seen at the back of this document in appendix 2. Consultees said they would like to see an integrated solution to public transport that would make accessing employment easier, particularly for staff working irregular shifts.

## 1.3.3 A 'Play in a Day' Youth Event

Traditionally, the views of young people have been under-represented in conventional consultation processes, and alternative means of capturing their views are essential. In an effort to capture their views, we pursued innovative methods of consultation that included asking young people to write and perform a play around their typical public transport experiences. A short piece of drama was created and performed with 15 young people aged 12-17 years from across Greater Manchester within a single day. Through creative processes, young people's viewpoints on local transport were captured. The session encouraged personal expression and debate through brainstorming techniques. Participants were encouraged to explore their own experiences and views on transport, such as; 'Who uses buses?', 'Where do you go?', 'What problems do you experience?', and 'What kind of transport do you want?'. Representatives from the Joint Transport Team and the GMPTE were on hand to assist and answer queries. The play was then performed to an audience of young people at a GMPTE youth event held at Salford Quays Watersports Centre. The entire day was recorded on video, and DVD produced.

The performance was successfully delivered and well received. Comments captured in the course of the day can be seen at the back of this document in appendix 3. Personal security on buses was the key feature of the performance. We are aware of these problems particularly for young people in Greater Manchester and have sought to pursue various interventions to address these problems, which are outlined in the bus strategy.

## 1.3.4 External Liaison Group

This group is facilitated by the Greater Manchester Joint Transport Team and comprises of bus and rail operators, representatives from cycling groups, the Community Transport Association, Greater Manchester Police, health professionals and motoring organisations. A focus group was convened in March 2005 to discuss LTP2 issues.

- Opinion of the LTP1 strategy's to achievement of the key priorities
- How much has been achieved for each of the priorities
- Funding allocation for the priorities
- How the LTP should support the shared priorities
- Priorities for LTP2; and
- Stakeholders' involvement in LTP2.

There were a number of varied issues raised, as would be expected with a wide range of people with different interests. The main topic of discussion was how it was possible to give Manchester residents a sense of ownership of the objectives and targets of LTP2. Responses can be seen in appendix 4.

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## 1.3.5 Consultation with Voluntary and Disabled Groups

The Greater Manchester Centre for Voluntary Organisations (GMCVO) is the body that represents voluntary and community organisations across Greater Manchester. GMCVO represents, promotes and develops voluntary and community organisations, in partnership with local, regional and national infrastructure providers. Within GMCVO, the Greater Manchester Transport Resource Unit (TRU) monitors the views of voluntary and community organisations across Greater Manchester on transport issues and provides a direct link to the Greater Manchester Passenger Transport Authority.

The TRU posed two main questions at the consultation exercises that took place with local groups:

- Has transport investment been effective over the past 5 years?
- What do you see as the investment priorities for the next 5 years (LTP2)?

Questions were asked in respect of different modes of transport, (bus, rail, light rail, other) and in relation to the four shared priorities. The responses can be found in appendix 6. Accessibility to public services was the greatest concern, and aspiration for improvement. Low floor buses were requested on all routes and there were also suggestions on the provision of more orbital routes rather than just those leading into key centres. It was noted that when mobility impaired people don't have access to a car, travel horizons are limited to the public transport journeys they know they can access, or to using taxis. Finding out about services further afield is difficult. These are issues addressed in the Accessibility Framework.

## 1.3.6 Health Reference Group

The Health Reference Group is a group of transport and health professionals set up by GMPTE to provide linkages between the two areas. In Autumn 2004, a meeting was held to discuss how improving health could be incorporated into LTP2. The suggestions made on the day are included in the consultation report submitted in the summer and can be found at the back of this document in appendix 5.

## 1.3.7 Engaging the public on LTP2

A key objective of the consultation approach on LTP2 was to give as many members of the Greater Manchester public as possible to have a say on the plan. In a bid to promote awareness of LTP2, a number of exercises were carried out. Advertisements that looked like press articles ('advertorials') were placed in the local press drawing attention to the Local Transport Plan and its importance in relation to transport funding. Interested parties were invited to apply for an information pack containing an introductory guide to the LTP process, the Integrated Transport Strategy, the LTP2 guidance, a summary of responses to consultations that had recently been carried out, and a short presentation on LTP targets that were the subject of consultation. All this information could also be easily accessed on our website [www.gmltp.co.uk](http://www.gmltp.co.uk), and the advertorials informed the public of this.

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**making plans**

**HELP US SHAPE THE FUTURE OF TRANSPORT IN GREATER MANCHESTER**

We are working on a new five-year local transport plan for Greater Manchester and we want you to tell us what you think are the most important local transport issues for you.

Our plan will have a big impact on how much funding we get from the government for transport.

To get news on the progress and development of our plan and to send your comments, please visit our website or write to us at:



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Email: [mail@gmltp.co.uk](mailto:mail@gmltp.co.uk)  
Fax: 0161-242 6082

Newspapers in which the advertorial appeared:

Bury Times
Bolton Evening News
Bolton Journal
Bury Journal
Leigh Journal
Heywood Advertiser
Prestwich and Whitefield Advertiser
S Manchester Reporter
The Advertiser (NEM)
Oldham Advertiser
Rochdale Observer
Middleton Guardian
Salford Advertiser
Stockport Express
Stockport Times East
Stockport Times West
Tameside Advertiser
Sale and Altrincham Messenger

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Stretford and Urmston Messenger
Oldham Evening Chronicle
Manchester Evening News
Metro
Wigan Reporter

As well as the approach of using local press, 20000 leaflets were produced asking for comments and providing details where more information could be found. These leaflets were distributed throughout Greater Manchester in local council offices, Travelshops, doctor's surgeries, leisure centres and other places of public interest. Approximately 80 members of the public requested information packs and provided information as a result.

The comments from the general public were varied over a wide variety of issues and modes, but the largest number of comments were concerning public transport. A significant number were concerns over public transport reliability, punctuality and overcrowding. There were a number of suggestions of opening or re-opening rail lines in the conurbation. A number of requests have also been made for increase public transport information and measures to increase personal security both on public transport and at interchanges.

Other comments were in line with those raised in stakeholder events- namely increasing safety around schools, requests for increased levels of funding spent on cycling and walking and suggestions for an increase in the number of yellow school buses as a way to cut peak hour congestion.

In July 2005 GMPTA hosted a Greater Manchester wide Local Transport Public Forum at which delegates were presented with both the Greater Manchester Integrated Transport Strategy and the proposed Local Transport Plan. Following the presentations five workshops were held where delegates were invited to answer the following questions,

1. How integrated is the current network, and what solutions/proposals would you like to see?
2. As a user and stakeholder, what is your experience of bus services and how would you improve them?
3. What's your experience of the rail system, and how should we prioritise investment in the local rail network?

Question one answers suggest that integration on the current network could definitely be improved. People believed that timetables across modes did not fit and affordable integrated ticketing was non-existent. It was suggested that a way of encouraging different operators to co-operate (i.e.; on timetables) would be useful.

Question two triggered complaints over reliability, access, fares, driver behaviour, service frequency and scope of the network. People felt the greater public control of the network would go some way to addressing these issues.

Question three led to complaints about cuts in frequency and poor facilities at stations. Funding should be focussed around demand and aligned with the priorities of the other stakeholders in the rail industry.

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## 1.4 Strategy for Consultation on LTP2 August 2005 - March 2006

During the period August 2005 to March 2006 we continued to develop the strategy, according to the aspirations of our stakeholders and the public. We consulted an extensive list of stakeholders to gain their views, consulted the Greater Manchester public through Transport Matters, discussed issues with neighbouring authorities and key agencies, and ran a number of other events. The 10 local authorities also consulted in their local area as they saw fit.

Details on all this consultation can be seen below.

### 1.4.1 Summary of Stakeholder Comments

Copies of the Local Transport Plan were sent to key stakeholders from a list that has built up over a years. Consultees were asked for comments on all areas of the provisional plan. The Joint Transport Team received detailed feedback from approximately 20 stakeholders and these have been analysed- and comments were considered by the appropriate Strategy Groups.

The stakeholders who responded were:

- Atmospheric Research Group, Manchester University
- British Motorcyclists Federation
- Campaign to Protect Rural England (Peak District and South Yorkshire Branch)
- Campaign to Protect Rural England (Lancashire Branch)
- Greater Manchester Community Transport Operators Forum
- Greater Manchester Centre for Voluntary Organisations
- Highways Agency
- Living Streets
- Longsight Transport Project
- North West Transport Activists Roundtable
- North West Regional Development Agency
- Peak District National Park
- Public Health Directors, Greater Manchester
- Ramblers Association
- South Pennines Integrated Transport Strategy Team
- Wigan Sustainable Partnership

Their comments were wide ranging and, in some cases quite detailed, reflecting the very specific remits of the individual organisations. However some comments were made by several organisations and these have been grouped into common themes. All comments have been considered and addressed by the relevant LTP Strategy Groups.

Responses to all comments raised can be seen at the back of this consultation report in appendix 7.

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## 1.4.1.1 Accessibility and Regional Issues

- The need to integrate PT services with those in neighbouring authorities, with particular support for integrating bus services and promoting long distance rail routes.
- The need for Community Transport providers and voluntary groups to be fully involved in Transport and Accessibility Planning.
- The need for the GMLTP to be fully compatible with Regional Strategies, and to take into account issues in adjacent areas and the Peak District National Park.
- Support for improving transport interchanges and bus stations.
- The need for more multi-modal and multi-operator ticketing.
- Requests for accessibility planning to include the provision of local amenities and to improve local walking and cycling routes.
- Proposals for more orbital PT routes (especially bus) to improve access to areas other than the Regional Centre.
- Requests for greater consideration of the role of heavy rail generally, including the opening of disused lines and stations.

## 1.4.1.2 Air Quality, Health and Environment

- Requests for greater promotion of walking and cycling and for more ambitious targets, particularly for walking. More comments were received on the walking target than any other issue.
- Concerns about emissions from buses, particularly in areas of high exposure such as town centres.
- Support for Air Quality targets.
- Some requests for more consideration of Environmental and Climate change concerns within the LTP.

## 1.4.1.3 Congestion

- Broad support for encouraging modal shift away from the car.
- Recognition that demand management measures will need to be considered.
- The need to fully assess the impact of the GMLTP on the strategic road network.
- Several organisations opposed any new road schemes, some objected to specific ones.
- Requests for more consideration of heavy rail schemes to reduce congestion on long distance routes.
- Several comments on the need for improved freight connections/interchanges.

## 1.4.1.4 Road Safety

- General support for road safety measures
- Support for speed limit enforcement
- Requests to extend 20 mph zones (and to lower speed limits generally)
- Requests for improved pedestrian facilities.

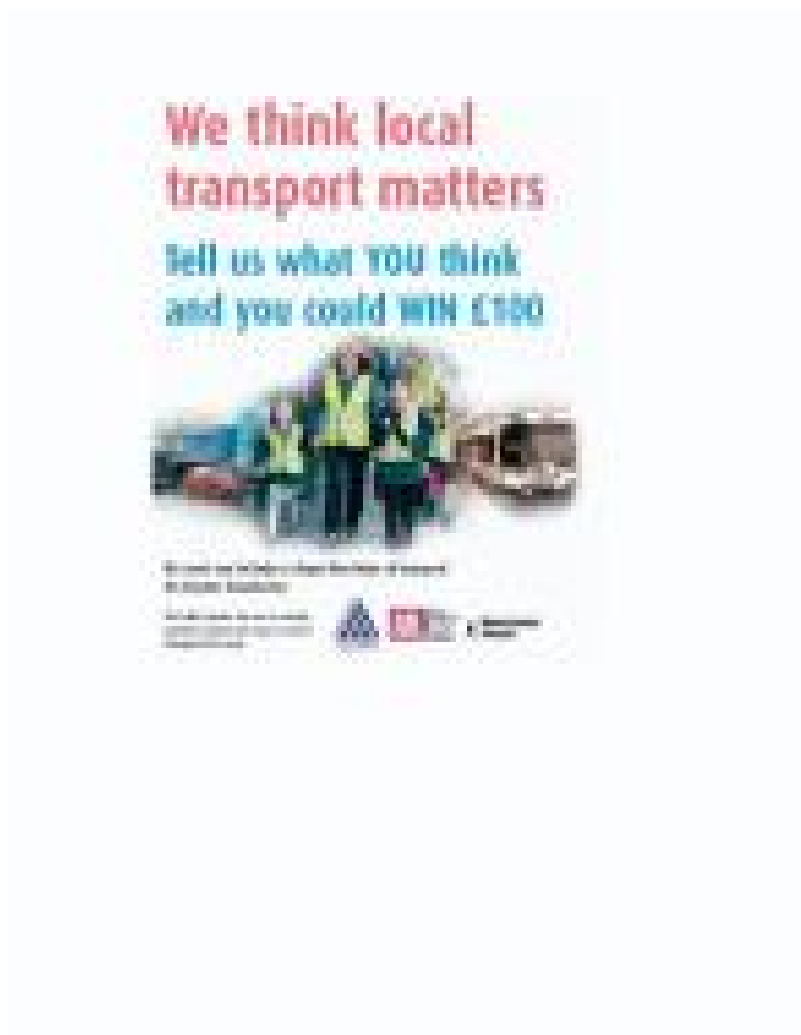
# 1 Consultation & Engagement Report

## 1.4.1.5 Public Transport Issues (Not already covered)

- Support for the idea of more PT regulation including the introduction of Quality Bus Contracts
- Support for real time information, and requests that this be introduced more rapidly
- Requests for more CCTV and other measures to reduce anti-social behaviour on buses.

## 1.4.2 Transport Matters Feedback

Building on the success of other 'Transport Matters' booklets that aimed to advise the Greater Manchester Public on transport issues, a special edition was created that gave details on the Local Transport Plan. The booklet stated the LTP objectives and the plans proposed to meet the shared priorities. It also had information on proposed division of spend, listed the provisional targets and provided information related to the SEA. A questionnaire was attached to gain comments and feedback.



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Respondents were asked what level of priority should be accorded to measures included in Greater Manchester's Provisional Second Local Transport Plan. They were asked to indicate whether measures should be 'High priority', 'Medium Priority', 'Low Priority' or 'Not a priority'. It should be noted that most respondents attached some level of priority to all the proposed measures with few respondents saying that measures were not a priority.

**Draft LTP Measures considered high priority** by the largest proportions of the 466 respondents (66% or more) are:

- Improve public transport to the regional centre and other town centres (74%)
- Promote Metrolink Expansion and rail service improvements (72%)
- Ensure full funding to deliver new Metrolink Routes (70%)
- Improve public transport access to local amenities (68%)
- Encourage transfer of freight from road to rail and water (67%)

Measures attracting the lowest level of support (less than 30% giving high priority) are:

- Invest in Car Clubs and publicity for journey planning (12%)
- Install roadside signs to give up-to-date travel advice (19%)
- Install dropped crossings, tactile paving etc on footpaths (24%)
- Introduce more speed and red light cameras (28%).

Between these extremes there is **considerable support** (more than 50% giving high priority) for:

- Encouraging drivers to reduce speed (64%)
- Promoting the use of fuel-efficient technologies (63%)
- Dedicated teams to tackle crime on PT (60%)
- Enhancing existing Metrolink and rail routes (59%)
- Maintaining safe road surfaces (58%)
- Expand CCTV coverage on public transport (55%)
- School Travel Plans and safer routes to school (54%)
- Actively promote walking and cycling (51%).

When asked **how we should keep people better informed:**

- 76% of respondents selected 'Advertisements in free local newspapers'
- 62% selected 'Newspapers like this one distributed to public buildings'
- 52% selected 'Newsletters delivered free to every home'
- The least popular option, selected by 34% of respondents was 'Advertisements in local newspapers you have to buy'.

Many respondents made suggestions in response to the question '**what have we missed?**' The most frequently made types of suggestions are summarised in the table below.

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## Summary of most Frequently made suggestions/comments

Suggestion	Approximate Number of respondents
Review, change or add bus or PT routes (including requests for more express routes, for buses to hospitals, for more orbital and cross-district routes, for more simplified routes, for re-instated routes)	34
Cheaper Public Transport (including bus, Metrolink, PublicTransport in general, rail)	29
Improve evening, night and weekend PT services (including to the City Centre)	24
Improve public transport integration (including ticketing,timetables)	21
Upgrade/Improve or reduce overcrowding on current Metrolink	14
In favour of demand management including congestion charging	12
Improve safety/reduce anti-social behaviour on PT	11
More park and ride / parking at stations	11
Cleaner and/or more comfortable buses / PT	11
Increase rail frequency, improve routes or reduce overcrowding	11
Improve PT generally e.g. make safe/reliable/affordable	11
Requests to bring back bus conductors	10
In favour of Metrolink Expansion	10

In addition to the more general comments, 32 respondents returned questionnaires as part of a campaign to keep bus service 317 (Offerton to Stepping Hill) running and/or to divert it to include the area of Old Hall Drive in Offerton. More comments were received about this than about any other single issue. These requests have been passed directly to GMPTE and to Stockport Metropolitan Brough Council.

The full results of the Transport Matters exercise can be seen at [http://www.gmltp.co.uk/pdfs/Rep\\_1092\\_finalresultsallv2.pdf](http://www.gmltp.co.uk/pdfs/Rep_1092_finalresultsallv2.pdf) or by contacting the Greater Manchester Joint Transport Team. The report includes all comments made and a breakdown of locations and ages of respondents.

### 1.4.3 Officer discussion with Neighbouring Authorities, Highways Agency and Network Rail on how linkages can be improved between neighbouring plans

Greater Manchester Joint Transport Team, Local Authority and GMPTE officers have met with neighbouring officers in a bid to improve cross-linkages between areas. This has being carried out comprehensively, over a number of months. Cross-boundary issues and actions can be seen in the main document. Officers have also closely liaised with other PTE areas.

Manchester Airport and the Highways Agency have representatives on the Greater Manchester Local Transport Plan Steering Group. Meetings have also occurred with the Highways Agency, Network Rail and the Department for Transport's rail team throughout the formulation of LTP2 to ensure input and comments are made at the appropriate stage.

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## 1.4.4 Free Public Transport for Older and Disabled People in Greater Manchester Consultation

Perhaps the most significant public consultation event was a meeting held at Manchester Town Hall which looked specifically at the issue of free concessionary fares for the over 60s and the disabled after April 2006. Following the announcement by the Chancellor in the Budget Statement 2005 that the over 60s and the disabled would be entitled to free off peak bus travel in England from April 2006, we felt that it was important to run a consultation which gathered users' views on a range of potential options for the inclusion of other modes in addition to the statutory minimum scheme.

The consultation focussed on four key issues: Bus travel before 9.30, Cross Boundary Travel, Metrolink and Rail services and Ring and Ride. Consultees were asked if they would rather we withdrew the concession (revert to the full adult fare), retain the current concessionary arrangement or provide services for free. Consultees were split into four groups with the following organisations represented.

- Greater Manchester Industrial Mission
- Community Network for Manchester
- Transport Resource Unit
- Ladybarn Estate Residents Association
- Rochdale Pensioners
- Salford Disabled Motorists

Three of the four groups consulted chose to retain the current 50p concession on buses before 09.30 as their top priority. Generally, people felt that the Cross Boundary arrangement should be retained or become free. One group chose free Rail and Metrolink travel after 9.30 as their top priority. The remaining groups reached a reasonably clear consensus that the existing regime should be retained. Generally, people felt that the current arrangement for Ring and Ride was sufficient. The common view expressed was that Ring and Ride's main problem is capacity not cost; hence any additional money should instead be used to further invest in the service. Further work to assess how investment decisions should be taken in regards to Ring and Ride is planned (specifically with Ring and Ride users) for summer 2006.

Following these views, the Association of Greater Manchester Authorities agreed at a meeting on the 03 February 2006 that these views should be upheld. As a result, from April 2006 the over 60s and the disabled will be able to travel for free on the bus, tram and train after 09.30 with the current concession after 09.30 retained. This is direct evidence of policy making, fully informed by the views of local residents. The announcement goes much further than the Government's Budget pledge in March last year to fund free off-peak bus travel for older and disabled people and will make it much easier for some of the most vulnerable groups in society to reach essential services.

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## 1.4.5 Bus Strategy Operators

Following submission of the provisional LTP in July 2005, all bus operators in Greater Manchester were invited to consultation event held in Manchester on 05 December 2005.

In addition to officers from GMPTE, GMPTA and GMJTT, the following operators were present,

- Arriva
- Stagecoach
- GMBOA
- Rossendale Transport
- Bullocks Coaches
- South Lancashire Transport
- Mayne
- First
- UK North
- Trent Barton
- Rossendale
- Jim Stones

The format of the event involved presentations from both GMPTE and Mark Threpalton (Stagecoach and chair of Greater Manchester Bus Operators Association) with both organisations presenting their views on proposals documented in the strategy to date. The event concluded with an open discussion on the future of bus services in Greater Manchester over the lifetime of the second LTP.

This table below summarises the main points emerging from the Bus Strategy operator consultation - Monday 5th December 2005.

*Table of discussions made at bus operators meeting*

Concern	Comment
Feel operators being set up to fail as precursor to Quality Contracts.	Part of the purpose of the Bus Strategy is to set out the standards that the PTE expects from operators. A report commissioned by Stagecoach, concluded that the Bus Strategy treated Quality Contracts as a last resort.
Secondary role of buses, which are apparently consigned to feeders for Metrolink and rail.	A misinterpretation, role of feeder routes, in wider role of integrated bus network to be made clear in final strategy.
Lack of specific proposals to address the impact of congestion on bus operators and give buses a competitive edge over cars.	Need to consider from two angles: bus priority and traffic restraint.  Need to include plans for the future of QBCs.

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Concern	Comment
Bus lane and parking enforcement not adequately addressed.	Proposals on bus lane and parking enforcement included in final strategy. Traffic Management Act will address these issues.
No park and ride proposals.	The business case for bus-based P&R has not been presented – PTE to fund a study to examine the circumstances under which P&R may be financially viable and provide adequate transport and environmental benefits.
Lack of specific proposals to grow market.	Addressed in various ways in final strategy.
Lack of specific proposals to harness developments in IT.	New section to address IT added.
Lack of success stories in provisional Bus Strategy.	Can be rectified but needs balancing with recognition of real problems (as well as opportunities) that need to be addressed.
Role of Community Transport needs fuller recognition.	Role of Community Transport better defined in final strategy.
Role of coaches in providing links beyond Greater Manchester needs to be recognised.	Role of coach sector better defined in final strategy.
Constraints imposed by OFT and Competition Act not addressed in Bus Strategy.	Secretary of State has indicated likely future action on this point.
More cross-referencing to other LTP documents required.	Incorporated

## Stagecoach

As a major national bus operator, Stagecoach dominate the south and east of the Greater Manchester conurbation. The views of Stagecoach are a significant and valuable contribution to the development of future bus policy in Greater Manchester and as the primary operator in over half of the conurbation Stagecoach has an important role to play supporting Greater Manchester's future economic growth.

In response to the Provisional Bus Strategy Stagecoach hosted a public meeting at which the Chief Executive of Stagecoach raised two principal points on the strategy. Whilst recognising the attributes of our Metrolink ambitions, Mr Souter highlighted bus measures as useful short-term interventions that could be developed quickly to bring rapid results. The strategy has taken this on board and discussions are underway as to the role of the bus in Metrolink corridors in advance of Metrolink operation.

Like Greater Manchester Authorities, Stagecoach is keen to encourage mode shift to the bus. Stagecoach argued that commuters could be tempted out of their cars through investment in bus-based park and ride from massive car parks on the M60 going down radial routes into the city centre. In response, Greater Manchester Authorities have undertaken to work with Stagecoach, to look at the feasibility of developing various sites in the south of the conurbation.

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Public bodies in Greater Manchester are committed to maintaining an ongoing dialogue with Stagecoach (and other operators) across Greater Manchester. We are keen to discuss with Stagecoach how they might improve their own punctuality, keep fares low, ensure buses are clean and less polluting and how together we can develop an integrated network through increased investment.

## 1.4.6 Accessibility Consultation

### Accessibility Strategy

Three Strategic Accessibility Partnerships were launched at an 'Access All Areas' conference in July 2005. This conference gained the commitment of potential partners to the creation of three countywide Strategic Accessibility Partnerships (SAPs) and established how these would work in practice.

SAPs were established for Employment, Education, and Health and Food. More information about the role of the partnerships is given in the Accessibility Strategy. Initial meetings considered general principles for how the partnerships would work, and a second round looked at countywide issues specific to the sector before an action plan was drafted. Partners provided reality-checks of conclusions drawn from mapping, insights into issues not evident from mapping and played a crucial role in agreeing priorities.

The Strategic Accessibility Partnerships identified eight common priority issues which,

- Location, relocation and reorganisation
- Breakdown of traditional working hours – particularly evenings and Sundays
- Bus service quality (route, frequency, reliability)
- Information
- Cross boundary issues
- Integration
- Affordability
- Cycling and walking

These issues, along with specific locations with poor accessibility, will provide the focus for implementing the strategy.

## 1.4.7 District Consultation

Consultation also occurred within districts, and some examples of this are seen below

Bolton MBC's Highways Capital Programme was included on the Bolton Council Web Site in August 2005 to enable electronic access in consulting Council Officers, Councillors, general public and partners of the Bolton Transport Partnership. The site provides an overview of the different types of funding sources and scheme classifications i.e Local Safety Schemes, Minor Work Schemes, Major Maintenance Schemes as well as a pro forma detailing each scheme. The pro forma shows a plan of the area affected by the scheme, a description of the current problem and proposed improvement work, the funding source and planned timescale and

# Consultation & Engagement Report 1

objectives of the scheme. Each “page” on the web site has a comments form which can be submitted electronically or by post. Each page also contains contact details of Council Officers responsible for the various programmes.

Consultation in Stockport on the on provisional LTP2 was carried out by discussing the document at the 8 area committees in the Borough. There was broad support for the strategy. A theme that ran through the comments in these committees was that there was a need for closer working relationship with other nearby local authorities and agencies and there should be a clear statement in the Plan in this regard.

The Local Transport Plan was also discussed by Stockport’s cycling forum, a group of cyclists and organisations from around the Borough. The Group suggested that cycling to work should be prioritised over leisure cycling in terms of a target group. There was an opinion that primary schools should be focused on for education trips rather than secondary schools in an attempt to ‘catch’ potential cyclists early. It was felt that the consideration of Cyclists needs within Highway Schemes was the most important area for LTP2 to focus on.

Within Wigan both LTP2 and the Highways Capital Programme for 2006/07 was consulted through presentations to Environment Panel, Environment and Development Partnership and the ten Township Forums, together with the Highways User Group. There was broad support for both the Strategy and the programme of works. The Capital Programme was developed following extensive consultation with the Township Forums last year.

We have received very positive feedback on the engagement process we have adopted as the townships feel they are now involved positively in the process. We are currently visiting all of the Township Forums to update them on the progress of LTP2 and invite them to put forward their problems, issues and opportunities for consideration for the 2007/08 Capital Programme. The 2006/07 Capital Programme is on the Website and contains contact details of the project managers of each scheme.

Within Manchester the Integrated Transport Minors Works programme including the top slice Quality Bus Corridor element and the separate South East Manchester Multi Modal Study funding forms an ongoing programme of works based on a consultation process developed over a number of years.

The programme itself reflects the agreed Greater Manchester Local Transport Plan targets, Manchester’s own corporate values, aims and objectives, Ward Transport Plans and the need of our regeneration partners through delivery documents such as Strategic regeneration Frameworks and Ward Local Plans.

The programme is developed from a database of information and requests held by the council and consulted on at all levels. This includes:

- Feedback from the local community through comments, suggestions and complaints to guide future works;
- Liaison with local businesses, schools and colleges to determine future sustainable travel initiatives;

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- Local forums including the Local Access Forum for pedestrian issues and the Manchester Cycle Forum;
- Regeneration managers and ward coordinators throughout the city who have in depth knowledge of local needs and are able to contribute at a strategic level taking into consideration other priorities within an area;
- Ward Coordination meetings which at a local level give the opportunity for local members of the community to input to future programmes;
- Open forums held for the first time this year to look at highway maintenance issues; and
- Through Executive and local Members who finally approve the programme of works.

The consultation places strong emphasis on addressing collision and casualty rates, promoting sustainable travel, social inclusion and ensuring connectivity both within Manchester and beyond into Greater Manchester. It is therefore an extremely robust programme and designed to meet the needs of all users whether business, resident, worker or visitor to Manchester.

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## 1.5 Appendices

### 1.5.1 Introduction

The following tables show comments made during consultation exercises carried out between October 2004 the submission of the provisional document, namely:

1. Vision 2020 Conference Stakeholder Comments (including invitee list)
2. Responses and Comments from Chamber of Commerce Events
3. Responses received at Youth Event
4. Responses received at External Liaison Group
5. Responses received at Health Reference Group
6. Responses received at Consultation with Disability Groups
7. Responses made to stakeholder consultation

Also included are the comments and responses made by Stakeholders after the viewing the provisional document in the summer of 2005.

All comments have had an individual response made by the Greater Manchester authorities.

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## 1.5.2 Vision 2020 Conference Stakeholder Comments (including invitee list)

### Appendix 1

October 31<sup>st</sup>, 2004

Theme 1: Promoting a Dynamic Economy				
Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
More focus on transport needs for local/mixed use sustainable communities, rather than Countywide strategic needs.	Work closely with LDF (Local Development Framework) preparation.	Yes		
Need to undertake more robust Economic Impact Assessments for schemes. Don't assume that transport schemes will stimulate economic regeneration.	Will be undertaken for Major Schemes. For the broad package of minor works, the economic impact will be assessed as part of the Strategic Environmental Assessment.	Yes		
Greater linkages needed between transport and land-use planning.	Work closely with LDF preparation to change future Land use patterns – short term difficult.	Yes		
Linking jobs/business parks with public transport through JobCentre Plus and focus on areas of high unemployment. Travel advisors in Job Centres, providing subsidised tickets and advice about public transport.	Work with public transport operators and Department for Education and Skills (DfES). Routes currently reflect commercial approach and limited subsidies.	Yes		DfES
Access to schools and colleges via public transport should be encouraged, and perhaps linked to other forms of community transport.	This can be seen in Accessibility Strategy.	Yes		
Public transport expanded to encourage low-income families to access higher paid work.	This can be seen in Accessibility Strategy.	Yes		
Encourage those on incapacity benefits to travel more by public transport, promote its accessibility amongst these groups.	Investigate promotion to different groups as part of LTP.	Yes		
Encourage flexible working patterns to help reduce congestion.	Encourage as part of travel plan process.	Yes		
Green Travel Plans incorporated into new developments with new employers.	Encourage as part of travel plan process.	Yes		

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Theme 2: Enhancing the Regional Centre				
Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Suggested that areas in Salford on the other side of the river are prime areas for development and good transport links already exist (bus and rail).	Agree in the context of developments within walking distance of Manchester City Centre enabling use of sustainable modes	A matter for Salford's Local Development Framework		Salford CC
Capacity of rail network will restrict future development, Need to have 24/7 transport system for a 24/7 city centre.	Agree and trying to work towards this, but dependent upon revenue support. PTE/A will continue to lobby Central Government.	Limited ability to influence, but will look to improve stations and access to them		PTA/E
Need to improve pedestrian and cycle routes, with improved signing to key areas/buildings in the centre to get more people walking and cycling.	Agree will be given increased emphasis.	Yes		
Need to improve publicity and clarity of information about transport services. Easier to understand and get it issued to people, rather than waiting for them to request it. Better promotion needed.	Agree, will raise issue with PTE information providers, to develop improvements. Also, personalised journey planning (PJP) will assist.	Yes		PTE
Need to look at through ticketing.	Agree, difficult in deregulated market - will raise issue with PTE. There is currently a range of tickets available to capture medium to higher cost journeys.	Yes		PTA/E

Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Improvements needed at interchanges to create safer and more attractive environments.	Agree, key part of LTP2 strategy.	Yes		
Moving around the conurbation is difficult.	LTP2 Strategy, in conjunction with LDF's, will continue to focus development in locations that are well served by public transport.	Yes		
Highways need to be sensitive to all – business, bus users and car users.	LTP2 is looking in more detail at network management and will consider the needs of all users.	Yes		Highways Agency (for their roads)
Quality Bus Corridors – cars are using bus lanes, more enforcement is needed.	Will be taken on board when implementing LTP2	Yes		
Encourage spread of job opportunities to other areas beside city centres, and promote public transport with new employers	Need to improve Greater Manchester economy but in a sustainable way. Development needs to be focused where it is accessible or can be made accessible within the funding constraints. An important matter for LDFs.	Partly		District Economic Development Teams and Planners

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Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Concentrate on providing services and job opportunities in appropriate centres, concentrate some in regional centre if they are best delivered at this level, and others in town centres	Work with planners, part of Local Development Framework	Partly – LTP2 can contribute.		District Planners
Promotion of QBCs and radial routes	Can be seen in LTP2 and in bus strategy	Yes		

Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Better public transport services between towns outside Manchester, to prevent people having to come into Manchester and then out again.	Work with GMPTE and bus operators as part of accessibility strategy.	Yes		
Better identification and information in Manchester city centre of bus stops and stations	Assess in pedestrian strategy and as part of strategy for PTE information	Yes		
Needs to be a greater provision of secure cycle parking facilities.	Can be seen in cycling strategy.	Yes		
Need to improve accessibility to the Regional Centre.	Accessibility will be a key part of LTP2 to all areas of Greater Manchester, including the Regional Centre.	Yes		
Need to replace old rolling stock that gives a bad impression.	Operators are upgrading Rolling Stock, however finance is limited, and this is difficult to influence as part of LTP2 process.	Yes		Train operators

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Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
				DfT
Need to consider overall GMLTP aims in light of the Northern Way (although the Northern Way is not specific enough to geographical areas in the north)	Agree, this can be seen in LTP.	Yes		
Need to define the overall strategy for Greater Manchester and to demonstrate links with other policy areas – DfT will be looking for gaps in strategy and between strategies and policies.	Agree; encourage councils to work corporately with other authorities.	Yes		
Need to continue Park and Ride which was excellent during the Commonwealth Games.	Work with bus operators to explore park and ride opportunities where appropriate.	Yes		

Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
More services e.g. health need to be developed on the periphery, centralising health services causes problems – they should be local.	Reducing travel time is an important issue when accessing services, but there is a need to be careful that benefiting one area does not have a negative impact on somebody else. Accessibility strategy should help to improve this issue.	Yes		
Need to reduce need for transport, while maintaining economic growth – too much transport causes health problems	Reducing the need to travel is a component of LTP2 and is a major part of the Local Development Framework. Not all transport modes are unhealthy!  An issue for facility providers e.g. health	Yes		

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Theme 3: Promoting Culture, Sports and Tourism				
Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Night Time Culture – getting in is alright, travelling back out is not so good.	Revenue implications; operators decide on commercial basis and subsidy may be required for some night services. PTA/E have successfully initiated several night-time services. Determine demand for services and need for crime reduction strategies for further improvements.	Yes	Introduction of new services possible in some areas and will be explored in LTP2	PTA/E
Improve co-ordination of events to avoid conflicts or an excess of travellers at one time.	Better co-ordination between Event organisers and Public Transport organisers is not something LTP2 can achieve directly, but can pass it on to relevant bodies, including police	No		Events and public transport operators.
Integrate Public Transport ticketing with tickets for facilities/events.	Issue for Event organisers and Public Transport organisers- not something LTP2 can achieve, but can pass it on to relevant bodies.	Yes		PTA/E events and other public transport operators
Can we learn lessons from Commonwealth Games??  Resident parking – more parking control at venues?  Joint funding?	Lessons have been learnt in terms of good reliable Public Transport, highway network and car park management. These are key components of LTP2 Strategy.	Yes		
Produce tourism packs that include transport information for the Region in different languages.	Information is given great emphasis in LTP2. Refer comments to information providers.	Yes		Tourist information providers  GMPTE
Improve accessibility of facilities outside Regional Centre, via public transport.	Will address as part of access work.	Yes		

Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Have more day/weekend/weekly tickets for all modes and all users.	Will raise with PTA/E. May be cost implications.	Yes		PTA/E
Encourage walking in areas.	Yes, will continue to develop it.	Yes		
Limited public transport in evenings/night-time means more use of cars (more parking available, less congestion).	Revenue implications, operators decide on commercial basis and subsidy may be required for some night services. PTE have successfully initiated several night-time services. Determine demand for services and need for crime reduction strategies for further improvements.	Yes		PTA/E
Difficult to recruit drivers/operators at night time – unsocial hours, safety and security concerns	Matter for commercial operators.  PTE S&S initiatives could be expanded.	Yes	Supported, but LTP2 unable to directly influence	Operators

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Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
				PTA/E
Taxi industry often blamed for not getting people away from pubs and clubs quickly enough.	LTP can only have indirect influence through taxi strategy. Direct taxi licensing through LAs.	Partly		Local Authorities
Better integration needed between services e.g. bike/train and bike/bus. Better in Europe.	Agree. Integration a key part of the LTP strategy.	Yes		
Travel choice will be reflected by cost and convenience of alternatives.	Agree.	Yes		
Canals are now much more user friendly. There is much to be gained by promoting their use.	This will be developed during LTP2	Yes		

Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Park and Ride seen as an option but need to resolve cross boundary issues e.g. parking in Oldham to access Manchester city centre.	Agree.	Yes		
Trafford Centre a concern– not enough being done to resolve congestion problems.	Highways Agency/developers/Trafford Centre Manager to resolve.	Partly, infrastructure implications on local highway network		Highways Agency, Developers, Trafford MBC
Need a proper strategy for coach travel within the LTP – coaches are important for visitors especially the elderly. We need to consider whether coach services should be central or on the periphery.	Look at coach travel as part of public transport strategies in next LTP.	Yes		
Guided busways are very important for promoting culture etc.	The benefits and constraints of guided busways are explored as part of LTP2 and the bus strategy	Yes		
Public transport can be dirty and unreliable.	Operators can be encouraged to run cleaner vehicles. The GM authorities can work with operators to put measures in to increase punctuality.	Yes		Operators GMPTE
LTP2 needs to look at preventing car usage.	A 'Stick and Carrot' approach is best, and need to make sure that adequate alternatives are available.	No		
Need to consider removing the car from town centres to improve access.	The scope for more pedestrianisation can be looked at in the Regional and District Centres.	Yes, where appropriate		
Need to improve/extend public transport for evening and weekend events	Work with bus operators/GMPTE	Yes		Bus Operators GMPTE

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Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Need to address LTP scheme delivery issues. Underspending is a problem (e.g. on QBCs) and we need to invest in delivery methods and staff/skills.	Agreed	Yes		
Need to address local tourism trips that are mainly made by car. LTP2 needs to cater for local tourism – LTP1 did not cater for local trips apart from cycling.	All modes of transport accessing Tourism and Leisure in Greater Manchester will be explored.	Yes		
Need to develop Park and Ride better to accommodate more tourism.	Park and Ride options to be explored where appropriate.	Yes		
Could use community and ambulance transport be used to complement tourist transport.	Will raise with community transport operators. PTE Best Value pilot on social needs transport to explore this issue.	Yes		
Need to use subsidies better to provide more integration between modes e.g. Peak Wayfarer.	Work with GMPTE and public transport operators	Yes		Operators GMPTE
Need better promotion of integrated ticketing and services. Range of products is currently good but they are not promoted enough.	Work with public transport operators and GMPTE	Yes		Operators GMPTE

## Theme 4: Improving Connectivity

Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
More needs to be done to encourage walking trips.	Agree. As in workshop 1.	Yes		
Improved crossing facilities are also required.	Agree – will continue to address.	Yes		
Youth groups/anti-social behaviour.	Safety and Security/Crime and Disorder issue.	Partly-, an example an investment in CCTV at bus and rail stations		Local Authorities/Home Office Police
Lack of continuity in services.	Agree but LTP cannot directly influence.	Yes		PTA/E Operators (via voluntary agreements)
Frequent changes causing information difficulties.	Agree, but not LTP matter. Being addressed by PTE as part of info strategy.	Yes		PTA/E

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Theme 4: Improving Connectivity				
Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Taxi sizes (e.g. 8 seaters), and semi-fixed routes with independent fares.	As part of DRT in areas of very low demand but down to taxi ops to make vehicles available.	Yes		Taxi operators
Competition laws and deregulation of bus services work against better services.	Bus regulation may be the solution in some cases. PTA/E investigating Quality Contracts	No	LTP unable to influence	Central Government
Need to develop orbital routes.	Agree. But only going to be where flows are heavy enough to justify.	Yes		
Cycling and walking should not be considered as a reasonable means of transport over 5 m.	The LTP does not state this – it only encourages these modes for trips up to 2 miles.	Yes		
Need for local orbital movements in smaller sectors.	Explored as part of Accessibility Strategy.	Yes		
PT network needs expanding to reflect current job distribution.	Agree – but there are revenue considerations to operating such services.	Yes		GMPTE
Need for a large integrated network.	Agree.	Yes		

Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to..
Orbital movement could be better to service hospitals etc.	Agree, will support if numbers warrant subsidised services.	Yes		
Orbital routes to connect via rail stations to create better network.	Agreed subject to physical feasibility.	Yes		
Need more direct routes to destinations instead of going through centres.	Agree but if operators will not provide commercially, cannot afford new subsidised services	Partly		
Need bus and train stations linked into one transport node.	Agree, integration but subject to deregulation. LTP can provide physical facilities but need operators to agree/comply.	Yes		Bus operators
PT seen as second class, needs quality improvement.	Agree. Aiming to improve quality. Need operators to also improve quality.	Yes		Bus operators
Most people want direct journeys to avoid waiting time at stations.	Not all journeys can be provided, interchange often unavoidable.	No		
Rail stations often badly located in relation to town centres.	Agree with point but limited funding for rail investment over LTP2 because of current climate. Would aim to do small things, e.g. safer walking routes.	Partly, dependent upon funding	Prospects are limited	PTA/E, SRA

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Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to..
				DfT
More DRT.	Agree, will be expanding wherever financially and practically feasible.	Yes		
Need to consider Quality Bus Partnership Scheme instead of QBCs that need to be more cohesive.	Agreed as first preference	Yes		
Need to consider circumferential routes which are not supported by the current road network	Agreed, will be explored with bus operators. Will look at as part of accessibility strategy.	Yes		Bus operators

Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Need to be more flexible and adopt more 'joined-up' thinking. We need to tie together transport and land use planning and to consider overall picture not each mode individually.	Agreed, a comprehensive approach is needed via LDF documents.	Yes		District Planners
Need to put the vision in place to deliver innovative solutions and to consider peoples' lives not just the LTP document.	Agreed, innovative solutions will be needed for radical change given finance available.	Yes		

Theme 5: <u>Raising Levels of Education and Skills</u>				
Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
School run seen as a problem. LEAs should take budget ownership.	Agree but LEAs not always willing to take responsibility.	No	LEA responsibility	LEAs via travel co-ordinators
Stagger school start/end times to make better use of school buses.	Agree, but LEAs not always willing to take responsibility. Matter for individual schools	No	LEA/school responsibility	LEAs via travel co-ordinators
Parental choice adds to travel dispersion as does larger sites and smaller schools closing	LEA issue and individual schools.	Difficult to alter but do work with schools as part of school travel plan		
Parents don't trust public transport – vicious circle of unreliable services encourages car reliance attitude,	Agree, aiming to improve reliability of services	Yes		Operators GMPTE
Have to start to consider making it more difficult to use cars, e.g. road charging.	Unlikely for LTP2 – for longer-term consideration- need to consider all impacts	No		
Revenue concern that school travel planners are too thinly spread across the county to be effective.	Cost not LTP matter as revenue item but support school travel planning. Government financial matter.	No, but supported		Local Authorities via travel co-ordinators

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Theme 5: Raising Levels of Education and Skills				
Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
				Government
Walking and cycling to school should be promoted for health reasons.	Agree, safe cycling and walking to school is key part of LTP 2 and is implemented through safe routes to school	Yes		
Should be provision of evening transport for courses at community centres	DRT could fulfil this role.	To be explored		PTA/E
Education establishments to have travel plans, including information points	Working towards this in LTP1, will continue in LTP2	Yes		

Comment	Response	Achievable in LTP2	Comment	Pass on to ...
Lack of a local network for those aged 16-19 in Wigan and Oldham. The bus network should serve schoolchildren all over North West, not just Greater Manchester.	Work with bus operators and examine as part of Regional Transport Strategy.	Yes		
Ticketing to be more flexible to reflect work/leisure lifestyles	Work with bus operators and GMPTE to develop further new ticketing arrangements.	Yes		GMPTE Bus Operators

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Theme 6: Creating Sustainable Communities				
Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Public transport needs to be in place before developments are finished as people unlikely to change mode	Agree, use section 106 agreements	Yes		
Good public transport route provision in new housing developments	Agree, but for developers and PTE to secure	Achieve through developers		PTA/E
Railways stations – developers to pay for increased land values when railway stations provided.	No current legislative provision for this at current time.	No		
Few large scale developments which can increase rail patronage	No change to this situation foreseen because most development will continue to be on small brownfield sites	No		
Greater liaison needed between businesses and public transport to provide locations people want to go	Development framework matter, not LTP. Consult with business sector	No		
Shops, schools and health centres should be accessible by all modes	Agree. Deliverable by implementing LTP accessibility strategy	Yes		
Mobile shops rather to people rather than transport to shops	Not LTP issue – not trying to increase journeys, would prefer more local, but not deliverable through LTP.	No		
Link poor areas with out of town management	Agree, DRT.	Yes		
Linking local shops with major supermarkets	Not LTP issue, though people's access to fresh food is part of accessibility strategy.	No		
Promote walking and cycling to decrease obesity	Agree	Yes		

Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
No active promotion of train-cycle link. More security for storing bikes at stations.	Has been ongoing improvement and cycle storage at stations.	Yes		
Bike hire centres.	Unlikely to be financially feasible without some form of financial support	No, but supported		
Cycle lanes are dangerous, particularly at junctions. Network often incomplete.	Aiming to secure continuous facilities where possible, but not always feasible. Have to balance needs of all road users.	Yes		
Separate lanes for cycles and buses for safety.	Aiming to secure continuous facilities where possible, but not always possible. Have to balance needs of all road users.	Partly, supported wherever possible		
Bus lanes need to be more continuous.	Aiming to secure continuous facilities where possible, but not always feasible. Have to balance needs of all road users.	Partly, supported wherever possible		
Buses need to be able to go faster than cars in congestion to encourage car users to change mode.	Agree, but bus lanes restricted as above. As QBC programme progresses in LTP2, this should more often be the case.	Yes		
Resources	LTP2 examines the environmental	To be assessed		

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Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
<ul style="list-style-type: none"> <li>Those that are used now should be sustainable in the future</li> <li>What is provided now should include future needs</li> </ul>	costs and benefits of various transport options as part of Strategic Environmental Assessment			
Transport opens up everywhere-although economic regeneration does not necessarily "ripple out" to all areas. Neighbourhoods are often forgotten with too much dominance on the regional view	Work with economic development and land use teams.	To be assessed		
People should be encouraged to live where they work, however transport is provided to allow for choice.	Mixed-use developments part of Local Development Framework. Will explore provision of public transport, walking and cycling facilities in new areas of development	Partly LTP2, Partly LDFs		

Theme 7: <b>Reducing Crime</b>				
Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Introduction of Community Safety/Beat officers	There are officers in several Local Authorities, will raise with other authorities.	No		Local Authorities/Police Authority
Support of local businesses needed, especially to remove rubbish that can be used for missiles to throw at public transport	Will raise with relevant organisations.	No		Local Authorities
Gating of Alleyways to be explored	This is being developed by a number of authorities-difficulties in using LTP funding however	No		Local Authorities
Introduction of CCTV	Supported, but is a Safety and Security/Crime and Disorder issue	Partly		Local Authorities
Introduction of yellow school buses to improve standard of behaviour.	Bid was unsuccessful in LTP1 but will submit again. A pilot is taking place currently, and the principles are being used.	Yes		PTA/E
Improve public transport waiting environments	Key part of LTP2	Yes		
Marketing needed to counteract bad 'word-of-mouth' reporting.	Will be passed to travel awareness officers	Yes		Local Authorities,

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Theme 7: Reducing Crime				
Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
				PTA/E
All LTP schemes should have Road Safety Impact Assessment.	Road accident prevention sub-group will consider and give advice to authorities when drafting LTP work programmes.	Yes, but has resource implications		Local Authorities
Reduced crime appears to help sustainable communities	Agreed, have developed partnerships to reduce crime on public transport	No		Local Authorities/Police Authority
Transport helps to create the presence of people in an area that tends to help in the reduction of crime.	Agreed	Yes		

Theme 8: Improving Health and Healthcare				
Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Promote practical, not hypothetical, walking and cycling routes that are realistic for users.	Agree.	Yes		
Transport information at health services should be well maintained and up to date.	Agree, but PTA/E responsibility.	Yes		PTA/E
Link health appointments to public transport timetables.	Health Authority issue, though will explore as part of accessibility strategy	Will explore		Health Authorities
Hospital travel schemes should be promoted.	PTE engaging PCTs to explore using hospital transport	Yes		PTA/E Health Authorities
Cashless voucher type schemes should be available for low-income groups to use public transport.	Revenue matter for PTE, though could be expensive	Unlikely		PTA/E
Integration of routes of transport to health services, ambulance services, social services transport, APT etc.	Will investigate as part of LTP	Yes		PTA/E Districts/Health Authorities
Electronic booking system covering all modes and including return journeys from appointments would be helpful.	Will investigate as part of LTP.	Yes		PTA/E

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Theme 8: Improving Health and Healthcare				
Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
				Districts/Health Authorities
Reduction in number of interchanges in public transport journeys to health appointments. (More direct routes?)	Work with bus operators as part of accessibility strategy.	Will explore		PTA/E, Operators
Health services linked to transport hub.	Work with bus operators as part of accessibility strategy	Yes		PTA/E, Operators
Partner services should share facilities.	A matter for corporate discussion	Possibly		Health Authorities

Comment	Response	Achievable in LTP2	GMJTT Comment	Pass on to ...
Walking and cycling education should be introduced at early years to promote healthy and sustainable lifestyles.	Work with schools working to new national standard.	Yes		
Create confidence around using public transport, particularly around safety and crime perceptions.	Assess how current promotion can be improved	Yes		
Walking and cycling pathways should be promoted in communities, particularly around more direct routes to services and other modes of public transport.	Assess how current promotion can be improved	Yes		
Walking and cycling pathways should also be promoted in Business Parks.	Yes, where appropriate	Yes		
Need for national walking and cycling strategies that address safety.	National documents are a matter for central government, though LTP2 guidance does have significant information regarding road safety.	No		Central Government, Department for Transport
Diversity of choice for health and education facilities often reduces the practicality of walking and cycling.	Agreed - Accessibility Strategies need to take this into account.	Yes		
Interchanges and walking routes need to be improved, particularly for journeys that also use public transport	Agreed - this can be seen in accessibility strategy	Yes		
Linked national information campaigns with other agencies	Agreed – these are best when conducted on a national basis	Matter for central government		Central government, DfT, Health, Environment

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## Session 2 - Stakeholder Aspirations for LTP2

In this session, stakeholder groups were asked what aspirations they would like to see included in the 2<sup>nd</sup> Local Transport Plan.

What Stakeholders would like to see in LTP2				
Comment	Response	Achievable in LTP2	GMJTT Comment	Passed on to
Strong connection between transport and land-use policies.	Agreed, land use is a very important issue for LTP2	Yes		
Joint thinking by 10 authorities with cross-party policies fully accepted by GM as a whole. Authorities should be held accountable to their commitment (e.g. to school travel plans).	Agreed	Yes		
Regional Spatial Strategy made statutory.	National issue	No		Central Government
106 obligations pooled (e.g. staff travel plan)	Agreed	Yes		
Authorities penalised for using Single Capital Pot for anything other than transport	Any regulation on what the SCP should be used to must be made at a national level.	No		District/Central Government
Revenue/capital arguments need to be sorted out	National issue	National Issue		Central Government
Underspend from LTP1 carried forward to LTP2	National issue	National Issue		Central Government
Investment by external bodies e.g. PT operators shown in LTP (including external improvements will improve overall LTP score)	Agreed, will indicate improvements which have been made by bus operators	Yes		
More commitment to targets and better monitoring and reporting of progress towards them.	Constantly looking at how transport reporting can be improved, whilst observing the national guidance of Local Transport Plans	Yes		

Comment	Response	Achievable in LTP2	GMJTT Comment	Passed on to
More focus on delivery. All schemes should have clear delivery mechanisms with more design and delivery groups to complement working groups	Delivery is a high priority. Cost and time restrictions often prevent formation of the additional groups advocated; these comments will be passed on to relevant officers.	Yes		Districts

# Consultation & Engagement Report 1

Comment	Response	Achievable in LTP2	GMJTT Comment	Passed on to
				PTA/E
Long term funding for Travel Plans with more commitment and infrastructure to support them.	Agree that officers working on travel plans are important, Matter for DfT.	Matter for DfT		Department for Transport
Less consultation for consultation's sake. Any consultation should be about what we are going to do now not how we should do what was already promised.	Consultation takes various forms and it is often necessary to consult on the detail of schemes that have already been the subject of consultation on the principle. In addition, changes made as a result of consultation or altered circumstances may need re-consultation.	Yes.	Will seek to have increased purpose and clarity	
More, better-qualified and trained staff in Local Authorities and PTE with less reliance on external consultants.	There is a shortage of transport and land use planners and engineers nationally. Using consultants is useful to smooth out peaks and troughs in workload.	No		
Better trained traffic management staff	Traffic Management Staff are highly trained, and often attend courses to further their knowledge and skills. This will be further required as part of the traffic management act.	Yes		
More money invested in parking	Parking needs to be considered carefully within the context of the integrated transport strategy, and provision may need to be restrained where major public transport investment is being made, as part of demand management.	Possible		Local Authorities
More priority for road safety.	A key priority for Government	Yes		Local Authorities
Speed management strategy with a holistic approach to deliver on targets	Speed management is reviewed as part of LTP2	Yes		Local Authorities
More funding for cycle training.	A matter for local politicians to prioritise	Possible		Local Authorities
Cycling specialist (engineer) to support cycle groups.	A lack of funding prevents a full-time officer. Currently a GMJTT officer undertakes this role. Local authorities have their own officers.	Unlikely		
LTP2 needs to be public transport led, but more positive on how to deal with the rising levels of traffic congestion.	LTP2 working towards this	Yes		
Demand management needs to be a central theme.	This is a key part of LTP2	Yes		
Need to assess time scales and advantages/disadvantages of different large-scale schemes.	Major schemes undergo rigorous analysis in short time scales	Yes		
Needs to be better promotion of public transport facilities	Agreed- GMPTE promotion has received positive feedback. Promotion often needs to come from transport operators	Yes		Operators
A need to help employers develop travel	LTP2 working towards this	Yes		

# 1 Consultation & Engagement Report

Comment	Response	Achievable in LTP2	GMJTT Comment	Passed on to
plans, and realise the wide range of benefits that a more sustainable approach can bring.				

Comment	Response	Achievable in LTP2	GMJTT Comment	Passed on to
Traffic Calming should be a priority	LTP2 focuses shared priorities i.e. Road Safety, Accessibility, Congestion and Air Quality. Traffic Calming will be considered as part of Road Safety	Yes		
Police need to be more involved	Wide range of stakeholders needs to be involved in process. LTP2 cannot be delivered in isolation.	Yes		Police
Need to progress more softer measures, particularly the promotion and provision of information on transport. Include in this signing to key facilities/buildings	Agreed	Yes		
Need consultation to ensure delivery of what people want and to publicise new schemes.	Agree, district responsibility to consult on and promote schemes.	Yes		
Improve quality of buses	LTP2 cannot pay for new vehicles. Operators are responsible, and LTP can only lobby. Some operators are providing new quality vehicles. We can however invest in yellow buses and we could ask for improved quality of vehicles on tendered services, although this would be at a cost.	Yes		Operators
Need to get more out of existing rail networks, as expansion is not going to be an option. More environmental improvements to make train and stations safer and more attractive. More mixed use stations throughout the network	Agree, PTE rail plan addresses this: LDF's will also have a role. Network Rail needs to maximise assets e.g. Victoria Station	Yes		Network Rail

Comment	Response	Achievable in LTP2	GMJTT Comment	Passed on to
Buses are often the most realistic and cost effective way of making transport improvements. Need to provide more facilities and more enforcement of bus lanes.	Depends on need, LTP2 will continue existing programmes and look at creation of new facilities	Yes		
Infrastructure needs to be improved <ul style="list-style-type: none"> <li>● Safety and Security</li> <li>● RTPI</li> <li>● Environment</li> </ul>	Agree, quality needs to be improved. Value for money is important, not just a question of resources.	Yes		
Regional Spatial Strategy – NWRA and LTP people need to work together	Agree.	Yes		
Need to raise profile of Travel Planning. Use Halton as an example of developing individual Travel Plan Services	Agree, will refer to GM Travel Plan Co-ordinator.	Yes		
Congestion Charging – use money to develop new schemes	Premature, no scheme as yet, and a public debate is needed. Demand Management are explored part of LTP2.	Premature to say		

# Consultation & Engagement Report 1

Comment	Response	Achievable in LTP2	GMJTT Comment	Passed on to
Pay increases for bus drivers to reflect their responsibilities/duties, but first need to encourage more bus usage	Not LTP2 issue regarding pay. LTP2 does seek to encourage greater bus usage.	Would support, but operator issue.		Operators
Buses always seem full (mostly at peak times) on QBC routes, more are needed.	Commercial judgement for operators, but agree need to ensure adequate capacity.	Yes		Operators
Need to be strong about on-street parking, as it causes problems for general traffic flow, as well as movement of buses and cyclists. Also a key contributor to child accidents	Agree that consistent approach is needed and District parking enforcement will assist, being extended to all authorities by the start of LTP2.	Yes		

Comment	Response	Achievable in LTP	GMJTT Comment	Passed on to
Public health is about preventative care/transport policy can help tackle this.	Agreed, is incorporated in cycling, walking and air quality strategies and can be seen in SEA	Yes		
Community group participation so that local people know what is occurring and so that they can say what they want, where they want to go and at what time they want to travel.	Agree, will be done as part of engagement strategy. Councils to consult before implementing transport schemes. Local Strategic Partnerships have a role.	Yes		
Increase the role and people's perception of the bus to increase public transport opportunities to people.	Promotion needed, and will be explored during LTP2 period.	Yes		
Government change can also cause the transport system to become complicated as if a new government comes in, it might have different objectives on transport.	Agreed, but out of hands of Greater Manchester authorities	N/A		
Businesses don't care about having parking problems as their business depends on much more important problems than having car parking space free.	Is important that travel plan process stresses to businesses benefits of modal change to employees.	Yes		
There are car allowances for jobs, but no public transport allowance, therefore discriminating against the public transport user.	Employees should be able to claim back travel costs incurred for work purposes.	No		Inland Revenue PTA/E

# 1 Consultation & Engagement Report

Comment	Response	Achievable in LTP	GMJTT Comment	Passed on to
				District Councils
There should be tax advantages for season tickets on public transport for firms. There should also be more tax disadvantages on free parking spaces in town.	Will be explored as part of demand strategy, although they can only be advocated to Government.	No		Central Government/Inland Revenue
Town Centre managers need to be included in trying to help increase PT patronage.	Agreed	Yes		
Could use tramways and rail lines to run buses as well, this would reduce journey times and increase capacity of under utilised rail lines.	Will be explored as part of public transport strategy	Yes		

Comment	Response	Achievable in LTP2	GMJTT Comment	Passed on to
LTP2 shouldn't be fixed by the GM area, it should be bigger, where it needs to be to address strategic travel issues and smaller where the focus is on local issues.	Co-operation with neighbouring LTP authorities should ensure that cross-boundary issues are addressed; Greater Manchester City Region planning concept will be addressed in transport terms	No.	Co-operation will occur, LTP2 to be Greater Manchester area	
Need to link to other agendas, e.g. Health Care Centres, can't afford high land costs to locate next to best public transport routes.	Matter for district councils Local Development Framework, though access to health care will be part of accessibility strategy.	Yes		Local Authorities
More Public Transport Information needed to give travelling public greater confidence in bus services.	Public Transport Information to be developed as part of LTP2	Yes		
Need stability in public transport service provision.	Agreed, work with bus operators.	Yes		Bus operators
Local rail network – need to address fares differences from N. E. Cheshire to regional centre, compared to other parts of Greater Manchester	Matters for PTA/E but there are cost implications.	No		PTA/E

# Consultation & Engagement Report 1

Comment	Response	Achievable in LTP2	GMJTT Comment	Passed on to
				Train operators
Bus passengers need an "official" voice as an equivalent to Rail Passengers Committee.	PTA run local transport forums for bus passengers to air their views. There is also a North West Transport Users Forum	No, the funding required is a revenue issue		PTA/E
LTP needs to be more carrot and less stick.	LTP2 will be about giving people alternative modes to use	Yes		
Cost of motoring involves too many fixed costs; need to move to costs at time of use approach.	Premature, no scheme as yet-would be an issue for National Government and insurers. Looking at Demand Management issues as part of LTP2.	Unlikely		

Comment	Response	Achievable in LTP2	GMJTT Comment	Passed on to
Greater focus on small schemes rather than big schemes, e.g. improve facilities for walking/cycling.	Agree, this is a key part of LTP2.	Yes		
A move towards car restraint/road charging.	This will begin to be explored, though unlikely in LTP2 period.	Yes		
A Health Impact Assessment so we can be clear about causal chains – lack of physical activity is building up a big future health problem.	Part of Strategic Environmental Assessment. Cycling and Walking to be important in LTP2.	Yes		

# 1 Consultation & Engagement Report

Comment	Response	Achievable in LTP2	GMJTT Comment	Passed on to
The LTP should be people focused not infrastructure focused.	Agreed	Yes		
The best use needs to be made of scarce resources.	Agreed	Yes		
A reduction in city centre congestion so buses can operate more reliably and taxi fares for users will be lower.	LTP2 and bus strategy looks at measures that can go in on the ground to increase bus punctuality.	Yes		
Better cross boundary travel (e.g. Lancashire to G.M) needs to be promoted.	Promotion and Marketing to be reviewed in LTP2, co-operation with Lancashire, as a neighbouring authority, will take place.	Yes		
Quality contracts should not be promoted at the expense of local rail services.	Quality Contracts may be explored as part of LTP2, but local rail services will also continue to play a major role.	Yes		
Should challenge government guidance which is too London based.	Problems that there is only one LTP guidance document yet LTP issues vary across country e.g. Shire, Unitary, and Joint Mets. London has a different system.	No	DfT	

Comment	Response	Achievable in LTP2	GMJTT Comment	Passed on to
House Builders and Estate Agents need to have good public transport information for potential house purchasers.	Will pass on to relevant organisations	Not matter for LTP2		House Builders and Estate Agents
GMPTe needs to be more innovative in how it funds/capitalises expenditure.	Will explore this in LTP2	Yes		
Accessibility planning will only work if schools/colleges and hospitals are fully committed.	Agreed- this is key part of Accessibility Strategy	Yes		
Need to approach central government for funding of major schemes, and reductions in delivery times.	This currently occurs	Yes		
Use road hierarchy when prioritising improvements through LTP2	Agree, review LTP1 and District hierarchy	Yes		
Promote and develop Greenway Routes throughout GM	Need to focus on practical routes (limited resources)	Yes	Other non-LTP funding sources may be available.	
Reducing the need to travel. Land use planning is the best way of controlling demand to travel. Need more control and integration	Land use planning is part of the solution.	Yes		Local Authorities

# Consultation & Engagement Report 1

## Pre-Conference Issues

Before the meeting commenced, stakeholders were given the opportunity to comment on various Greater Manchester Transport issues by writing comments and attaching them to the appropriate labels.

Quality Bus Corridors				
Comment	Response	Achievable in LTP2	Comment	Passed on to
Re-regulation does not equal better bus services.	Agreed, re-regulation does not automatically mean improvements.	Not issue for LTP2		PTA/E
Traffic lights on QBCs are set to favour all road traffic over pedestrians. "Sustainable Communities" wouldn't have to wait so long to cross the road.	QBC corridors do try and decrease bus journey times, but not at the expense of pedestrians. QBC corridors often have an increased amount of pedestrian crossing facilities.	Yes	Will ensure that timings are set up correctly	PTA/E
Lift Up – Lanes for cycles out of the traffic.	To be explored as part of cycling strategy	Yes		
Buses need segregated lanes to be reliable and delivery of the QBC's is lamentably slow.  LTP2 needs to address practical issues of delivery targets and resources to overcome this.	LTP2 to explore how to increase punctuality and speed up QBC journey times. Should recognise delays caused by consultation requirements and resolving subsequent objections.	Yes		
Bring back bus regulation. Too many buses on some routes, not enough on others. QBCs and extra long buses are dangerous to cyclists.	PTA/E investigating Quality Contracts, which may be a regulation-type solution but only in certain cases.	Not issue for LTP2	Yes	PTA/E

Freight				
Comment	Response	Achievable in LTP2	Comment	Passed on to
Question whether FQPs are the answer, but whatever is the solution it needs much more intellectual consideration than hereto.	FQP working constructively, within constraints that exist.	N/A	Carry on in the development of FQP	
Move onto the rail with local interchanges.	Freight modal shift to be encouraged in GM Freight Strategy.	Yes	Depends on delivery of one or more of the current proposals for interchange sites.	

Partnership Working				
Comment	Response	Achievable in LTP2	Comment	Passed on to
Do not forget colleges and universities. The FE/HE sector has a huge impact on transport. Need for co-ordinated Travel Plans – Co-ordinators in each college and university?	College and University travel plans to be a part of LTP2, and Local authorities are working with many of them. Funding would need to be provided, either through or through a national programme for	Yes		DfT

# 1 Consultation & Engagement Report

Partnership Working				
Comment	Response	Achievable in LTP2		Passed on to
	the co-ordinators.			

## List of Invitees to Vision Conference

Manchester City Council
The AA
British Motorcyclist Federation
Greater Manchester Pedestrians Association
GMCVO
Trafford North PCT
Davies Wallis Foyster
GM Cycling Campaign
GMTCC
Greater Manchester Transport Resource Unit
Freight Transport Association
Regional Director, Road Haulage Association
Stockport PCT
CPRE
Rail Passengers' Council for the North West
Government Office for the North West
GONW, Transport Officer
Highways Agency
Manchester City Centre Management Company
East Manchester Community Forum/EMCN
Community Transport Association
Community Minibus Agency
STORM
Disabled Advisory Group - Manchester
Mid-Cheshire Rail Users Association
Flixton/Urmston Rail Users Group
Goyt Valley Rail Users' Association
Manchester Friends of the Earth
Taxi Owners and Drivers Association
Countryside Agency
Sustainability Northwest
Centre for Health Promotions, Stockport PCT
Greater Manchester Accessible Transport Limited
Bolton Environment Forum
CPT - North West

# Consultation & Engagement Report 1

Manchester City Council
Greater Manchester Waste Disposal Authority
British Waterways Board
Peak and Northern Footpaths Society
Manchester Ship Canal/Peel Holdings
First Manchester
Arriva North West
Maynes Buses
Bluebird Buses
Blue Bus and Coach
R Bullock Buses
Finglands Buses
Trent Buses
Rossendale Transport
Lancashire United/Burnley and Pendle
South Lancs Travel
Greater Manchester Bus Operators Association
Stagecoach Manchester
Trafford Centre/Peel Holdings
North West Transport Activists Roundtable/Transport 2000
Ramblers Association
Manchester Civic Society
Bury Environment Forum
Tameside Strategic Partnership
Local Community Partnership
Rochdale Centre of Diversity
Stockport MBC
Wigan MBC
Manchester Chamber of Commerce
Oldham Primary Care Trust
Oldham MBC
Wigan MBC
Manchester Metropolitan University
First Manchester
Chief Executive - MIDAS
Manchester Ship Canal/Peel Holdings
AGMA
SERCO NedRailways
North West Regional Assembly
North West Regional Planning Manager
Robert Turley Associates

# 1 Consultation & Engagement Report

Manchester City Council
North West Development Agency
Arriva Trains Northern
First North Western Trains
Network Rail
GM Police
Virgin Trains
RAC PLC, Chief Executive
CPRE Lancashire Branch Transport Campaign Group
Ramblers' Association in Greater Manchester
Friends of the Earth
Greater Manchester Chamber of Commerce
Greater Manchester Police
Highways Agency
NWRPC
North West Regional Assembly
Chief Executive - GM Strategic Health Authority
Director of Public Health- Ashton, Leigh and Wigan
GM Ambulance Service
President of Manchester University and UMIST
GM Connexions - Development Manager
North West Learning and Skills Council
Manchester Employer Coalition

# Consultation & Engagement Report 1

## 1.5.3 Responses and Comments from Chamber of Commerce Events

### Appendix 2

These tables are the comments received to the chamber of commerce consultation events described in chapter 2.2 under a number of headings, alongside the responses made by the Greater Manchester Joint Transport Team.

Responses made by representatives in **Manchester , Salford and Trafford Centre, February 1<sup>st</sup> 2005**

#### **Manchester , Salford and Trafford Centre Chamber of Commerce meeting, February 1<sup>st</sup> 2005**

*Has Transport Investment been effective over the last 5 years?*

#### **Bus**

Commerce Comment	Response
There have been few infrastructure improvements	Infrastructure improvements have been undertaken, and preliminary work has also been on-going.
Staff Require local services that service residential (areas within 3-4 mile radius). Lack of orbital routes, difficult for lower-paid staff as they often have to get two buses, the routes need to fit shifts	Accessibility to the workplace is a key component of LTP2 and software is being used to identify hotspots for improvement. When these hotspots have been identified, work will be undertaken with operators and identifying a role for demand responsive transport.
Evening services, Boxing Day and Public Holiday services for staff very poor at Trafford Centre	Will explore with bus operators.
Better publicity has occurred. However, more innovative information needed at major interchanges (especially major stations)	Will explore as part of public transport strategy.
Poor transport facilities at Trafford Centre/Park	Explore with Trafford Centre/Park, bus operators and GMPTE

#### **Rail**

Commerce Comment	Response
Not enough rolling stock capacity, giving congestion in GM Hub	This is a problem in many conurbations' nationally. GMPTE may have more powers in next few years so problems should be explored. Likely to be addressed in the ITS
Very expensive fare structures	GMPTE can subsidise season tickets etc. but train operators primarily set costs in a deregulated market, subject to fares 'basket' with PTE influence.
Reliability issues	Reliability is slowly being improved. The new Northern franchise intends to address this.
Information on services needs improving	Public Transport Information to be explored as part of LTP2.
There has been effective investment in Piccadilly station	Agreed
Salford stations poor: Need facelift not a pleasant experience	Serco/Nedrail operate Salford stations. Can work with operators, but difficult to influence as part of LTP process. There is a scheme in place looking at upgrading Salford Central station.
Poor access: Rail: Trafford Centre	There are proposals for Metrolink in the future

#### **Light Rail**

# 1 Consultation & Engagement Report

Commerce Comment	Response
Small stations: Poor facilities/Access	Improvements to Metrolink will be explored in LTP2
Information could be improved	Improving journey information to be explored as part of public transport strategy.
Increased capacity required	Improvements to Metrolink will be explored in LTP2
Maintenance investment	Investment in maintenance has occurred over last few months- the £100m bid to DfT includes much spending on maintenance
Full support for Phase 3, Value for Money though even high cost	Discussions with government on-going about best way forward for LTP2
Trafford Centre needs Metrolink: route planned etc.	Work underway on Metrolink route from Manchester city centre to Trafford Centre, but not part of Phase 3.

## Other

Commerce Comment	Response
Provisions for cycles/safety. Cycle lanes could be improved	Further cycling measures are included in LTP2.

## Investment Priorities for LTP2

Commerce Comment	Response
Park and Ride, parking at stations	There is large amount of under-utilised car parking at rail stations around Greater Manchester; schemes for expanding park and ride at well-used sites will continue in LTP2.
Properly marketed P&R (like at Xmas)- people don't know how to use buses, got to be as cheap as car	Park and Ride will be explored as part of LTP2 strategy. Christmas park and ride is expensive to operate in relation to benefits achieved
Long term view of changing people's mode, information	Improving journey information can be seen as part of public transport strategy.
Interchanges need to be safe, secure, accessible	Agreed, Work is on going in improving Interchanges.

# Consultation & Engagement Report 1

Commerce Comment	Response
Integrated ticketing across all modes, and then marketing as a consequence of this.	There is some integration between modes, but full integration to be explored. System 1 tickets have been introduced but still issue of single operator tickets and need for intermodal tickets for single journeys.
Information (need to have confidence) and marketing and Metroshuttle	Improving journey information to be explored as part of public transport strategy.
Metrolink Phase 3	Discussions with government on-going about best way forward for LTP2
Bus priority measures that don't inconvenience car users.	These have been developed in Greater Manchester and will continue. In most cases re-allocation of road space has to occur, but some bus priority measures do incorporate improvements for cars
Upgrading of stations, personal security awareness.	Stations often in the control of operators etc. GMPTA to see more control in forthcoming years so improvements can be explored.
Services, access to employment at Trafford Centre and Trafford Park, Manchester airport.	Development of Metrolink to Trafford Centre ongoing. Need to address bus service here as part of accessibility strategy.

## Oldham and Rochdale Chamber of Commerce Representatives, January 26<sup>th</sup> 2005

Has Transport Investment over the past 5 years been effective

### Bus

Commerce Comment	Response
There is a difficulty in attracting people to use buses. People prepared to use Metrolink, but not bus. The Buses are old and dirty. There are big Problems of reliability.	Working with bus operators to improve vehicles, but limited in what we can do given current legislation. One major operator is investing in 280 new vehicles to replace old ones.
The Oldham to Manchester and Rochdale routes to Manchester are very good, it is the more local services that travel through residential areas into Oldham that are inadequate.	Accessibility strategy highlights gaps, work with bus operators.
The problem on these residential routes is that buses often do not turn up.	Agreed, problem in some areas but being addressed by operator recovery plan.
Bus operators should just not be in it for the money.	Agreed, deregulation not always the answer in some areas, but privatised industry structure determines this.
There is a need to change people's perceptions.	Agree 'Hearts and Minds' need to be influenced. Is explored in LTP2.
There is a poor delivery of Quality Bus Corridors meaning buses are being taken from busy bus routes.	QBC implementation to increase as a lot of preliminary work and consultation has been completed. Agreed that operators should not reduce schemes elsewhere to support QBC's
Bus information is very poor.	Improvements to information explored in LTP2. PTE information strategy, is required under Transport Act 2000.

# 1 Consultation & Engagement Report

## Rail

Commerce Comment	Response
The Oldham railway line won't last much longer.	Agreed, maintenance needs to occur on this line, and Metrolink investment is needed.
Will Metrolink happen by 2012? What will happen until then?	GMPTE and the Greater Manchester authorities are working on ensuring Metrolink arrives in Greater Manchester before then.
People in Oldham have to go into Manchester to get a train across to Yorkshire.	They can go to Rochdale by train and connect to Yorkshire trains there
Can't get on Metrolink at peak times as it's too busy.	Investment is being made in new rolling stock, and will continue.
Freight, can it be moved onto rail with a 10% increase?	Nationally, tonnage is increasing to this target, a Freight Quality Partnership has been set up in Greater Manchester to work on these challenges.
Entrepreneurial infrastructure investment is needed.	A matter for national government as to rules and regulations of rail industry
Tattiness and vandalism of stations is a major problem, as is the difficulty of parking.	Stations often in the control of operators etc. but GMPTE will see if improvements can be explored.
People would pay cash at car park if there were CCTV, or a warden.	Will pass on to PTE
From Rochdale to Oldham, it's quicker to get bus than the train.	Depends where the journey starts, as the frequency by bus is better.

## Light Rail

Commerce Comment	Response
Not necessarily quicker than other modes	Agreed, but for many journeys is the quickest and value for money alternative. Metrolink quicker than car on Bury and Altrincham corridors.
Needs to be accessible 'low-floor'	Too much investment in high-floor characteristics of existing system.
Rolling stock technology too old	Improvements to rolling stock are occurring with on-going maintenance and see above.
Capacity problems-different perception	Improvements to Metrolink will be explored in LTP2
Weekly passes and System 1 integrated ticketing are needed	Will pass on to PTE; could not be achieved under existing franchise, but can be addressed when PTE buy this back.

# Consultation & Engagement Report 1

## LTP2 Investment Priorities

Commerce Comment	Response
Off-road public transport network (such as Metrolink)	Discussions with government on-going about best way forward for LTP2; problem of lack of money for major schemes.
Information (Real time) text phone technology	Public Transport Information is explored as part of LTP2; timetable info already available for stops by phone; intended to extend RTPi
Integration between all modes 24hrs a day	Local Authorities to work with PTE and transport operators to achieve as much integration as possible
Rochdale/Oldham: better information between the two	Information currently available on the net, by leaflet and at bus stations
Dedicated School buses (Yellow buses)	Yellow school buses have been in operation in Greater Manchester and further development to be explored; 2004 bid for vehicles declined by Department for Transport.
Traffic Lights waved at junctions	This is explored as part of strategy to reduce congestion in district and regional centres. On-going implementation of SCOOT will bring benefits in the reduction of congestion.
Flexible hours (schools/employers)-staggered starts	Issue for discussions of school governors
Travel planning	Work and School travel plans a key component of LTP2.
Guided buses	Guided Buses to be explored as part of public transport strategy; already proposed on Leigh QBC
Safety in schools: road safety/Green cross code	School travel plans to be a key component of LTP2. Road safety strategy in LTP2

# 1 Consultation & Engagement Report

## Wigan/Trafford LTP2 Group: 25/01/05

(2 questions combined)

Commerce Comment	Response
Major concerns about the effects of the Metrolink campaign on Wigan. Will all the available resources be put into Phase 3 thus leaving areas such as Wigan and Bolton at the bottom of the list?	No, It will be ensured that Wigan and Bolton receive funding (e.g. TIF)
Two key schemes in Wigan, the A5225 and the Leigh Guided Busway.  The A5225 is crucial for unlocking congestion within the area and for kick-starting some major regeneration work.	Agreed, but must be clearly justified in terms of LTP2 targets and objectives.
Improved travel planning, particularly through major employers e.g. The Trafford Centre. Changing people's attitudes towards different travel methods has to be completed first. A process of re-education is essential.	Agreed, National Promotion on perception is important.
Better information systems, particularly real time journey information. This would be particularly useful for bus journeys. Particularly keen on exploring the use of SMS Messaging services.	Agreed, Public Transport Information to be explored as part of Public Transport Strategy. (RTPI programme under way)
Would like to see a continuation and expansion of yellow school buses. Seen to help improve attitudes to public transport amongst young people and a very good method of reducing the 'school run' congestion.	Yellow school buses to be explored as part of school bus strategy. Bid for buses turned down (see previous comment) but being resubmitted this year.
Would like to see far more integrated transport information. The Metrolink does link to Wigan through Victoria Station and this point should be advertised more clearly. Wigan is often viewed as being very inaccessible and better information would help to combat this.	Agreed, promotion of information to be explored as part of LTP2.
A lot of confusion over Bus Corridors/Lanes. Seem to just be put in on an ad hoc basis, often causing far more disruption than existed prior to the bus lane being there. It is widely felt that this solution is not always the best one but is used because of the availability of funding.	Bus lanes are often a controversial issue, and can take time to be done properly. However, they do bring benefits to a range of road users- such as on the A49 Wigan Lane and Wigan Road, Standish. Since these were introduced, the accident rate has fallen by 30% even though capacity for other vehicles has not been reduced. Not ad-hoc - part of planned QBC corridors, but obviously have to be phased.
Ongoing concerns about bus links into Trafford Park. Major employers would be able to attract more employees if there were some dedicated bus links into Trafford Park. As it is, the only real form of transport into this area has to be private cars thus contributing to the already congested Trafford road network.	The Bus Strategy and Accessibility Strategy assess gaps in public transport provision.

# Consultation & Engagement Report 1

## 1.5.4 Responses received at Youth Event

### Appendix 3

5<sup>th</sup> June 2005

Comment	Response
CCTV on the school bus doesn't always work, need deputy head teachers on board to ensure security or conductors	This is not always possible, but we are working at improving personal security on all buses
People are just lazy, they don't always want to cycle	People have many reasons for not wanting to cycle, our strategy focuses on improving the situation in various different ways so it encourages people to cycle for some trips
We get a lift when we go out or a taxi, the buses are too unreliable especially at night	Will work with bus operators, see bus strategy
The bus on the way to school gets caught in loads of traffic, need separate bus lanes	Bus lanes are being implemented, see bus strategy
Cycle lockers at school are a good idea, but they need to be a good quality to stop people breaking in	Agreed

## 1.5.5 Responses received at External Liaison Group

### Appendix 4

June 2005

Comment	Response
There needs to be a public awareness of responses of targets and try to get them involved	Attempts are made to engage with public
Conflicting needs of users on QBC routes	See bus strategy
Air Quality and Transport targets need to be explored in tandem	They are see monitoring and air quality technical appendices
Choices and attitudes-need to increase public attitude	Agreed, strategies will be formed to try and get the public to have a sense of ownership over the issues, targets and objectives of LTP2
Concerns over environmental impact of airport expansion	Have to take national policy decisions as give, are looking at ways of increasing the modal share that accesses the airport by non-car modes.

# 1 Consultation & Engagement Report

## 1.5.6 Responses received at Health Reference Group

### Appendix 5

November 2004

Comment	GMJTT Response
Promotion of walking	Agreed, this is part of LTP2 strategy.
Greater Manchester cycle network	Agreed, working towards this
Cycle vans on trains	See separate PTE response, good idea in theory- though resulting power to weight ratio of trains would cause problems.
Orbital public transport system	Agree, where flows heavy enough to justify. LTP2 will explore how access to services can be improved along Orbital routes.
Local journeys catered for	Agreed, part of LTP2 Strategy.
Need evidence – LTP monitoring information to be made available to the whole group	This can be provided to the group if requested.
Realise hierarchy of road users	Needs to be considered in LTP2 overall, although one already exists in LTP1
Reliability of network & integration	Agreed, will be part of LTP2 strategy.

Has there been reasonable progress since last LTP?

Comment	GMJTT Response
The public is less confident in finding bus services in remote places.	Software is being used to identify 'hotspots' in which public transport could be included, and can sometimes be serviced by DRT.
Buses don't turn up, not regular services & too many buses turning up together.	Workings with bus operators to improve reliability, but some of the issues are internal to them.
There are no bus routes to business parks.	Most business parks of any size are served, wherever sufficient demand exists. Accessibility analysis should highlight areas in adequately served.
Public are unable to get to hospitals & the car parks at hospitals tend to be in inaccessible places.	Software is being used to identify 'hotspots' in which public transport could be included, and can sometimes be serviced by DRT.
Public transport is not good enough to persuade people who are committed to using other modes.	The GMPTE and local authorities are committed to improving public transport so that it can become an increasingly viable alternative to car journeys for some trips.
People are unable to reach tram/train stations.	Work is underway to improve access.
Accessibility to all the range of services such as food.	Work is underway on this issue, and seminars are to be held to move forward on this issue.
LTP should describe examples of good practise. There has been a lack of delivery, Nottingham for example has 50% of its buses accessible, and they have good value 'hop on and off' tickets covering 60 operators and have increased patronage. Their tram systems have been a huge success and do not compete with the buses due to common ownership.	LTP2 will show where Greater Manchester has learnt from other authorities and applied them to it's area. Common ownership cannot be secured with current legislation.

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Comment	GMJTT Response
GMPTE should be challenging the achievements of the LTP against those of other PTE's.	This occurs as part of Passenger Transport Executive Group approach.
There should be a more joined up approach across the county. Integration is important.  Accessible services need to be advertised, many operators will not guarantee the service.	This will be a key component of LTP2; the existing Integrate project has been tackling this area for a number of years.
Too many bus operators, numbers need limited in order to maintain greater control.	PTA/E investigating Quality Contracts, which may be a regulation-type solution but only in certain cases. Difficult to achieve in current deregulated situation.
Need to plan routes to where people need to go not just to healthcare but also to leisure activities, fresh food.	Agreed, this can be seen in LTP2/accessibility strategy.
Need to encourage young people to use public transport.	Agreed, this can be seen in LTP2 strategy.
Accessibility to healthcare  Accessibility to public health	Agreed, this can be seen in LTP2 accessibility strategy.
LTP needs to push environmentally friendly vehicles especially on QBCs  <ul style="list-style-type: none"> <li>● Health of community</li> <li>● Should link into the Air Quality Action Plan</li> <li>● It should be good practice for vehicles inc GMAS, Community Transport and NHS vehicles</li> </ul>	This is part of informal agreements with operators, but to achieve 100% environmentally friendly vehicles on all QBCs would require link already established.  Ring and ride have experimented wit alternative fuel vehicles.

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Comment	GMJTT Response
<ul style="list-style-type: none"> <li>● Important to talk to the procures of vehicle</li> <li>● Park and Ride should be looked at further</li> </ul>	Is expanded in LTP2 for rail, Metrolink and will be investigated for buses.
<p>Health Impact Assessment (HIA)</p> <p>Transport Policy needs a HIA</p> <p>Health damage (stress &amp; road traffic accidents) as opposed to 'Good health' which is promoted by good access to walks, family / friends, community cohesion, LTP should promote good health.</p> <p>How do traffic, cars and buses affect our stress levels? – Need to research evidence</p> <p>LTP2 needs to approach issues of community health and mental health</p> <p>All partners need to agree to the greater vision and prioritise our health issues; possible solution is a big public education awareness campaign.</p> <p>Impact assessment needs to look widely at the outcomes of the scheme</p>	HIA was carried out as part of the SEA of LTP2.
The raising traffic levels in GM are putting off cyclists, due to the perception that it is not safe to cycle	This is probably true in some cases but the LTP is trying to contact this by including cycle schemes, and promoting cycling.
Proper provision of cycle routes needs to be taken more seriously. The route between Piccadilly Station and the centre of Manchester is particularly bad. In many areas cyclists have resorted to riding on pavements so that safety can be improved.	Such provision is taken seriously. Cyclists are being asked for their views on routes form stations in current questionnaire.
It needs to be emphasised that cycling needs to be accessible	Agreed, this is part of LTP2 cycling strategy.

# Consultation & Engagement Report 1

## What can be done to make cycling safe?

Comment	Response
Use cycle lanes, put cycling higher on the road users hierarchy & reduce the perception of cycling being unsafe.	Cycling is already high on the road user hierarchy
Walking/cycling & the safety aspect should be increasingly promoted together.	Agreed, is part of LTP2.
Need to establish a GM cycle network.	Work is in hand on this.
Educate motorists, e.g. how to overtake a cyclist.	Considered under road safety improvement priority of LTP2.
There needs to be consideration for the elderly who can't cycle. For these people it is essential that there is a better public transport system, where community transport has played a huge part & has been very successful.	Community transport has an impact role in the accessibility strategy of LTP2.
Need timescales to work to for walking and cycling in order to ensure delivery of policies.	All Districts have to predict both the cost and the outputs (e.g. km of cycle paths) of cycling and walking schemes as part of LTP process.
LTP needs to promote changing attitudes, promote confidence and should recognise a need for an educational programme.	Agreed, Hearts and Minds team set up to discuss and work on these issues, and also additional emphasis on 'Smart Choices' travel planning.
Most LTP1 money was spent on public transport that was possibly to the detriment of walking and cycling.	LTP1 was public transport oriented, but this can work hand in hand with improving walking and cycling routes to rail stations and on QBCs.
Local Authorities / PCTs putting out the wrong messages e.g. large allowances for drivers, small allowances for cyclists	A matter for local authorities and PCTs. Would agree that some authorities need to raise allowance for cyclists travelling on business and also to promote this more.
Problems with cycling to the train station, as there are no storage facilities for bicycles and it can be difficult to take them on the train.	Storage facilities are being set up at main rail stations; LTP1 has seen the provision of many cycle racks and lockers.
On cycle routes the safety aspect needs consideration, for e.g. countryside cycle routes can be isolated.	Refurbished diesel trains included more space for cyclists.
Community buses can carry a cycle rack on the back; this would encourage the use of cycling & buses combined.	It would not always be desirable to introduce urban-type safety features on rural cycle routes e.g. lighting; and many will be by their nature (e.g. disused rail lines be isolated).  Worthy of investigation, but may interfere with tail lifts.
Possibility of having cycle carriages on trains? The California train company example.	See separate note.

## Travel Planning

Comment	Response
This is a long-term plan, can be quite expensive & needs a lot of enthusiasm. There are a growing number of employers who have a travel plan & don't use it.	GM travel co-ordinators to be involved in LTP2.
School travel plans should also be part of the LTP.	Agreed, is part of LTP2.

# 1 Consultation & Engagement Report

## Bus & Quality Bus Corridors (QBC)

Comment	Response
The hierarchy of road users needs enforcing	To do this properly needs further development of facilities for public transport, walking and cycling
There is a need for more bus lanes to enable the bus to compete with the car. This will lead to a modal shift, as car users will use buses if they are quicker.	QBC implementation will be ongoing throughout LTP2.
Need to increase the use of bus lanes to include more services.	Commercial operators will provide the level of service on bus lanes that gives satisfactory profits; any more would need expensive subsidy.
LTP2 should provide quality bus contracts.	Quality Bus Contracts may be an option in LTP2 period if improvements are not visible by other means, but would be perhaps seen as a last resort measure.
Need to introduce more orbital routes. These are very important methods to compete with the car, e.g. 400 services.	Considered in LTP2, see bus strategy
Buses need to operate earlier & later in the day, to serve people who work on flexible shift basis.	Resolving these problems will be explored as part of LTP2 demand responsive solutions. Quality Bus Contracts may be the answer within the LTP2 period if operators are not prepared to run early and late services.
The world has moved on but public transport has not.	Whilst it is true that public transport in Greater Manchester suffers from under-investment, there have been significant improvements e.g. Metrolink, low floor buses and better information
There is a presumption that people only travel from A to B, this is not the case, people need to travel all over & make many different journeys. Public transport needs to provide the flexibility that a car gives.	Travel systems such as 'System 1' travelcards and the proposed Readycard.
Housing estates that have been developed and have been socially excluded due to no bus routes servicing the area & the residents cannot afford to buy cars.	Accessibility strategy and Accession software should pick these issues up-see the wayfarer ticket.

## Family Travel/Tickets/Education

Comment	Response
Using public transport can cause problems for people who need to travel in families, such as the cost of travelling in a group can be quite expensive.	Agreed, family passes can go some way to try and alleviate this problem.
Discounted tickets and ticket flexibility from operators to encourage flexible public transport use	Agreed, will work with bus operators. Individual operators offer their own discounted tickets; System1 tickets give the flexibility.
There needs to be large educational programmes aimed not only at schools to encourage young people to consider transport options and their impact but also for the general public in order to raise awareness of sustainable transport issues.	Agreed, though national promotions and support are often needed for the best results.
LTP needs to address different groups needs e.g. teenagers and work with young people on long term educational policies	LTP consultation is talking to young people and finding out what their transport needs are.

## Other

# Consultation & Engagement Report 1

Comment	Response
Promotion of new transport as a themes can contribute to the achievement of other key health themes	Agreed
There is a strong incentive for the NHS and the LA's to work together on the LTP2, rethink how the NHS can deliver services e.g. LIFT.	Agreed
Communication needs to improve between transport planners and the health services.	This is beginning to occur with the health reference group.
Consultation with partners and members of the public needs to be both ample and open.	Agreed, this should be done.
Work with Crime and Disorder Partnership and Education programmes Primary Care Trusts PALS & PPI Doctors surgeries Transport operators Hospital Trusts Local Authorities	Agreed, this is part of LTP2

## Community Transport

Comment	Response
We should have social service and community services involved in partnership to deliver transport	Agreed, LTP2 is a corporate responsibility involving social services etc.
Community transport is currently being piloted as a resource which will pick up & take patients to doctors surgeries, the benefits have included saving doctors time by not having to attend a home visit has the patient has come to them.	Interesting pilot.
Community transport also takes patients to their hospital appointments, especially for those that are unable to stand at a bus stop. Community transport looks after those that are most vulnerable.	Agreed, have consulted and will be working with CT operators.
Community transport needs to be supported in 2 ways- financially & be integrated into the public transport system.	Agreed, will be part of both public transport and accessibility strategies.
In GM there are 1600 buses- 600 of which are community transport vehicles, therefore these provide a highly effective community transport scheme.	Agreed, have consulted and will be working with Community Transport Operators.

## Hospitals

Comment	Response
Hospitals are very large employers & need to have a travel plan & alternative travels options for their employees.	Agreed, travel plan co-ordinators are working together with PCTs at providing travel plans.
Health sectors need to think about how they deliver their services, e.g. surgeries joining together, therefore a good transport system needs to be in place for patients to get to these joint surgeries.	Agreed, is looked at as part of accessibility strategy.
There should be considered the possibility of making a hospital a transport interchange for the community.	A matter for PCTs and local authorities to discuss; depends on circumstances and location.
When a hospital appointment is made, no travel information or transport choices are given to the patient.	Travel plan co-ordinators to improve sustainable transport options for patients and visitors to hospitals.
What is the possibility of hospitals/ health services contributing financially towards community transport.	Needs to be explored.
Are 'Do Not Attends' related to transport availability & what is the financial cost?	Not aware of evidence. Issues of transport access to health

## Public Health- Walking

# 1 Consultation & Engagement Report

Comment	Response
Health services should be prepared to promote the use of walking/cycling to improve public health. The health service should also promote walking/cycling benefits within their own workforce.	Agreed.
Need to concentrate on low cost & easy things to do to improve health, e.g. walking.	Agreed, schemes and marketing need to focus in on these issues.
How can we encourage the public to walk? Making safe crossings, attractive walking routes, path management & air quality improved.	Agreed, this is part of LTP2.

## Access

Comment	Response
There is a need for access to all sites around the hospital; visitors and patients going to the hospital usually have to walk through lots of car parks to get to the building they wish. There is a need for bus routes, which travel through the hospitals.	Agreed, will work with bus operators, PCTs and look at demand responsive solutions.
There is a need for buses to have routes through supermarket car parks, for the public to access food who do not have a car. This is due to local shops closing down.	Bus routes should be provided near supermarkets, and facilities are often provided as part of Section 106 agreements.  Safety concerns may sometimes prevent bus routes running directly through car parks.

## Control over Public Transport Operators

Comment	Response
PTA is still debating about gaining more control over bus operators. Bus operators only operate on profitable routes.	Many routes in Greater Manchester are subsidised by the PTE/A to allow them to run in areas, and at times, that would not be profitable otherwise. Quality Contracts could be explored if other measures do not see improvement in some areas.
Leave operators to main routes and allow subsidised services to fill in the gaps.	Many routes in Greater Manchester are subsidised by the PTE/A to allow them to run in areas, and at times, that would not be profitable otherwise. Operators are tending to concentrate on main routes anyway

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## Local Authorities

Comment	Response
There needs to be a greater prioritisation with the LTP taking into consideration the different needs of each locality.	Programmes are being developed by individual districts.
Need to ensure that communication takes place across the different sectors especially at strategic level. Local Authorities need to take a higher profile and link transport to other local strategies. Need to consider imaginative and ambitious links.	Agree, this is key part of LTP2 guidance. This is a very challenging task given.
The views and support of elected members should be sort at the very early stages and hopefully bring them on side at the outset. It is felt that sometimes local government concentrate on the wider vision rather taking notice of local views and needs.	Consultation occurs at a very early stage in the majority of schemes.
It was felt that there had been a fundamental failure with regard to rail issues especially in certain areas such as Wigan. There is a disjointed system in this area. If the Southport to Manchester line were to close it would have a huge impact on this area. There are many remote areas not well served by bus services.	PTE will see a reduced role over local rail services with new legislation that will come into being; progress will therefore depend on voluntary co-operation by the rail operator.
Planned new road developments in the Wigan area, the local council were supportive of further development without thinking through the full consequences. The Health Authority had managed to secure a Health Impact Assessment (HIA), which is to begin in January. Projects of this nature need to ensure that public transport and cycling is taken into consideration.	Agreed, all large schemes should assess how Public transport, cycling and walking features can be implemented.
Cross boundary ticket issues need to be considered.	Will pass on to PTE to explore. Often difficult as requires cross-boundary political agreement.

## 1.5.7 Responses received at Consultation with Disability Groups

### Appendix 6

Overview of last 5 years LTP investment

#### Bus

# 1 Consultation & Engagement Report

Comment	Response
There have been some improvements in access (e.g. low floor buses, curbs) but the improvements are not on every route or at all times, making it difficult for members to rely on this form of transport.	The number of routes with low floor buses is increasing through LTP2 period, ensuring information is made available will be part of accessibility strategy.
Interface between buses, pedestrians and other vehicles in some town centres (e.g. Eccles) causes road safety problems and reduces the confidence of members to travel by bus.	Will look at accessibility safety in new and existing interchanges.
Congestion causes bus services to be even more unreliable. The same journey can take 20 minutes one day and 1 hour another day.	Agreed, are working on a wide range of initiatives to reduce this problem.
Evening services have improved overall but there is still an issue of safety and security for vulnerable people, particularly at bus stops and interchanges.	Will look to reduce this problem as part of accessibility strategy.
Different bus companies have different standards of buses. Some are new, using cleaner fuels; others are old, dirty and polluting. Need an across the board standard.  Different ticket prices from different bus companies for the same journey.	Difficult to do this with a deregulated bus system.
Driver issues. Jolting buses causing problems for safety of passengers. Driver awareness / training needed.	Will pass concerns onto bus companies.

## Rail

Comment	Response
Trains are unreliable and many stations, even significant central stations, are not easily accessible (e.g. Oxford Road).  Information is not easy to obtain, understand.  Rail replacement services do not appropriately cater for disabled passengers.  Having to call a station prior to travel to arrange assistance is a hassle and not always possible.  The perception is that train transport is too daunting for most members to undertake on their own.	All comments in this section will be passed onto train companies and GMPTE and will be explored as part of accessibility strategy.

## Light Rail

Comment	Response
Seen as very accessible and easy to use. Safe and better for the environment than buses.  Services seem to have deteriorated recently. There are fewer trams and consequently they are busier. Greater capacity needed.  Some stations have poor access, particularly smaller stations. Shelters need improving.  In general, information about trams, including times, is good.  Expansion of network would be beneficial to members as this form of public transport is relatively easy for people with mobility issues, as compared with buses and trains.	All comments in this section will be passed on to PTE and operator. Improvements to Metrolink capacity have been explored.

## Other

# Consultation & Engagement Report 1

Comment	Response
<p>Information about public transport services and options for those with mobility issues is difficult to find. You have to know who to ask.</p> <p>Need more information about travel opportunities to services, e.g. hospitals, schools and shops. (example given where an individual caught a taxi to a hospital appointment, and was told on arrival that the hospital had a transport service and could have arranged to pick them up – why wasn't this information provided at the time of making the appointment)</p> <p>Also need more information about services that make transport cheaper and easier for disabled people, e.g. travel vouchers, mobility allowance</p> <p>Perception that blue badge scheme is being abused. Needs greater monitoring to ensure that only those who meet the criteria are using them. Also need to look at providing more support for access to alternative modes of transport when people apply for blue badges.</p> <p>Pavements and footpaths have improved in some areas, but not all, making it difficult for those with mobility issues to use. People only walk to where they know they will be ok.</p> <p>When mobility impaired people don't have access to a car, travel horizons are limited to the public transport journeys they know they can access, or to using taxis. Finding out about services further a field is difficult.</p>	<p>All the issues detailed in this section are being explored in the accessibility framework and the pedestrian strategy</p>

## Investment Priorities

Comment	Response
<p>All buses and trains should be accessible (low floor)</p> <p>Improve the interface between bus passengers, pedestrians and traffic, particularly in town centres</p> <p>Increase safety features at interchanges and stations</p> <p>Improve footpaths</p> <p>Provide better, more accessible information for mobility impaired users in order for them to make informed decisions and to be more confident about using public transport</p>	<p>Will work with bus operators to increase percentage of low floor buses</p> <p>Agreed, districts are working towards this</p> <p>This is being explored to try and increase personal security</p> <p>Agreed, this is being done as part of the walking strategy and the rights of way improvement plan.</p> <p>This is being explored in the accessibility strategy.</p>

## 1.5.8 Responses made to Stakeholder consultation

### Appendix 7

Organisation	Comment	Type of Comment	Sub-type	Response
Longsight Project	Include improvements to bus services, cycling facilities and pedestrian infrastructure in the accessibility planning work, which has to set out in 2006 how access to key services will be improved.	Accessibility	Bus	Referred to Manchester City Council
CPRE Lancs	Cross-Border Issues- the ongoing study with Lancashire County Council, Blackburn with Darwen Council and the Highways Agency to assess potential highway improvements to assist bus operations is welcomed.	Accessibility	Bus	This can be seen in LTP2

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Organisation	Comment	Type of Comment	Sub-type	Response
Wigan Sustainable Transport Partnership	Accessibility should include cycling and walking. A no. of bus interchanges are not DDA compliant	Accessibility	Bus	Evidence of cycling and waling accessibility measures in work programme
PHS Directors of Public Health	Orbital routes developed , QBCs established, a network rather than simply a set of individual routes and bus priority measures introduced more vigorously.	Accessibility	Bus	This can be seen in LTP2 and the bus strategy
PHS Directors of Public Health	Identifies at least two orbital corridor partnership perhaps Bolton-Oldham (Metrolink based) and Oldham-Manchester Airport (with a commitment to the bus priority measures necessary for its operation) as a first step towards the high quality express network proposed by the DPHs.	Accessibility	Bus	This can be seen in LTP2 and the bus strategy
Longsight Transport Project	Increase of bus subsidy to 53 to improve frequency at off-peak times. Extra buses on 53, signalling priorities	Accessibility	Bus	Referred to Manchester City Council
GM CT Operators Forum	The introduction of Quality Bus Corridors will, we hope, begin to address some of the difficulties that major operators seem to have been unable, or unwilling, to address thus far.	Accessibility	Bus	This can be seen in LTP2 and the bus strategy
GM CT Operators Forum	The development of corridor Partnerships also provides the opportunity better to integrate all modes of transport. Would it be possible for either CT operators, or the Forum, to be included within the key stakeholders for each of the four corridors envisaged.	Accessibility	Bus	This can be seen in LTP2 and the bus strategy
GM CT Operators Forum	Both Ring & Ride and CTOs share similar aspirations and should complement each other; indeed there are clear examples of successful cooperative working between CTOs and local Ring & Ride services in some districts. However in some districts there does appear to be an element of competition - the Ring & Ride service focuses on carrying large groups of people to single destinations – one of the “traditional” areas of Community Transport operations. Although this may not at first be perceived as an issue, on closer examination, there are in fact considerable problems with such an approach. Although carrying “traditional” CT customers will boost trip figures (and hence reduce cost-per-trip) for Ring & Ride, this may leave those most in need – people who cannot use public transport and want to make one-off bespoke journeys that don't go to “popular” group destinations - out in the cold. Ring and Ride can afford to offer cheap trips to groups of passengers who want to go to the popular destinations, effectively (but not intentionally) pricing CT out of the market.	Accessibility	Bus	Progress on these issues can be seen in the bus strategy
GMCVO	Greater priority for bus schemes and targets to stop the patronage reduction. There needs to be an increase in bus priority to prevent patronage reduction	Accessibility	Bus	This can be seen in LTP2 and the bus strategy
CPRE Lancs	North West and North East segment. We agree with the point of poor integration of transport termini in these areas, and support improvement, in order to make these places more attractive to investors, and consequently address the north-south imbalance within the Greater Manchester conurbation.	Accessibility	Integration	Work is ongoing to resolve these problems
Ramblers Assoc	We are particularly conscious of the poor link between the bus and rail stations in Stockport as being a key issue that needs attention.	Accessibility	Integration	Stockport MBC and GMPTE are looking at ways to resolve this
CPRE Lancs	Metrolink- we request that the GMPTE looks into the integration of the whole system, including consistency of fares, with the heavy rail network, and with buses.	Accessibility	Metrolink	This will be achieved through the Corridor partnerships approach

# Consultation & Engagement Report 1

Organisation	Comment	Type of Comment	Sub-type	Response
GMCVO	We recognise that Metrolink remains the cornerstone of the Integrated Transport Strategy. Whilst we understand the importance of Metrolink to Manchester's future development...it cannot cover the needs of the whole community.	Accessibility	Metrolink	The bus strategy emphasises the importance of bus as the main mode of public transport in GM
GM CT Operators Forum	We welcome the clear recognition of the need to measure the hidden benefits of better access. We would hope that any tools, resulting from DfT or other commissioned research, to measure cross-sector benefits would be made available to the Forum and its members. Methods of evaluation that go beyond patronage will be particularly useful to the CT sector; although there is plenty of anecdotal evidence about the difference improving access makes, this has been impossible to quantify to date	Accessibility	Other	Progress on these issues can be seen in the bus strategy and in the accessibility strategy
Ramblers Association	Our Association is represented on some of the Local Access Forums that are preparing these Plans and we urge that, once these Plans are completed, the proposals should be implemented.	Accessibility	Other	This will be carried out
GM CT Operators Forum	We too believe that access priorities extend beyond employment, healthcare education and food shops, and that potential passengers' expectations ("travel horizons") play a huge part in whether they will use transport.	Accessibility	Other	This can be seen in the accessibility strategy
GM CT Operators Forum	We welcome the concept of Strategic Accessibility Partnerships. Given the fundamental raison d'être of Community Transport (safe and affordable transport, accessible to all sections of the community) we would request the inclusion of a community transport representative on each of these Partnerships.	Accessibility	Other	This can be seen in the accessibility strategy
GM CT Operators Forum	A number of CT operators have been key participants in the pilot schemes set up to examine ways of integrating different modes. The Forum would welcome the opportunity to contribute its members' experience, along with that of the Community Transport Association, towards helping ISNT to develop further. In working "to ensure that the Accessibility Strategy is integrated with wider strategies", we would very much like to see a reference to, and integration with, the emerging CT strategy.	Accessibility	Other	This can be seen in the bus strategy accessibility strategy
GM CT Operators Forum	We hope that the CT strategy will provide the framework to secure the future of CT, incorporating the CT Trust, supported by both operators and districts. This will enable the sector to build on the success it has achieved, with the support of the PTE, and continue to help the PTE deliver its social inclusion objectives.	Accessibility	Other	This can be seen in the bus strategy accessibility strategy
GM CT Operators Forum	We are pleased to see the recognition of the role of CT organisations in developing and delivering an integrated system that takes account of the needs of people with mobility impairments and those without access to a car. The Forum would wish again to offer its experience and expertise in developing future provision, and would also welcome the opportunity to contribute to, and be consulted about, the parallel DRT and Supported Services strategies.	Accessibility	Other	This can be seen in LTP2, the bus strategy and accessibility strategy
GM CT Operators Forum	National research funded by the Department for Transport (CTA Guide for Funders), and more localised research in other parts of the country (Strategic Review of the London CT Sector), has indicated that community transport is most successful when supported by a baseline level of core funding.	Accessibility	Other	This can be seen in LTP2, the bus strategy and accessibility strategy
GM CT Operators Forum	We believe that this will better enable CT to help AGMA & GMPTA meet the LTP2 objective of improving accessibility. We are glad to see the mechanism for this (supporting	Accessibility	Other	This can be seen in LTP2, the bus strategy and accessibility strategy

# 1 Consultation & Engagement Report

Organisation	Comment	Type of Comment	Sub-type	Response
	socially necessary bus services, helping to fund demand responsive transport, working to integrate social needs transport) is clearly set out in the document.			
GMCVO	We are pleased that LTP2 recognises the CT sector, however there needs to be greater support and secure core funding of this sector	Accessibility	Other	This can be seen in LTP2, the bus strategy and accessibility strategy
GMCVO	Targets need to better reflect the concept of reducing need to travel- by supporting local facilities.	Accessibility	Other	Area-wide traffic growth target reflects this, as do cycling & walking targets, indirectly
HA	More research into robust rural accessibility targets. Deprivation does not only occur in areas identified by Neighbourhood Renewal Initiatives	Accessibility	Other	Rural accessibility will be monitored specifically using subsidiary indicators
GM CT Operators Forum	Decisions on the location, scale and pace of development will also be a factor. For example, the South East Manchester Multi Modal Study considered that the M60 junctions had become nodes for car focused developments that were difficult to serve by public transport. Clearly there are issues here for both this LTP and the Greater Manchester local authorities as they draw up their development plans.	Accessibility	Planning	This can be seen in LTP2
GM CT Operators Forum	The recognition that transport into the regional and district centres is the area in which public transport can effectively compete with the private car is also welcomed.	Accessibility	PT	This can be seen in LTP2
GM CT Operators Forum	However, to make it a realistic alternative to the car for many journeys it will, as described in the plan, be necessary to develop a properly integrated public transport system. This must include proper plans for integration of community transport (CT) and other non-profit providers as part of the network. We are pleased to see this recognized within the plan, but feel that this would be strengthened by explicit recognition of the unique status of CT as a potential partner, rather than simply as an operator.	Accessibility	PT	This can be seen in LTP2, the bus strategy and accessibility strategy
GM CT Operators Forum	We would fully support the intention "to use transport investment to support the regeneration of the most deprived areas by a variety of measures to improve accessibility to and from such areas, including the use of demand responsive public transport services where appropriate." This is, of course, particularly relevant to CT operators, as they are currently responsible for providing many DRT services. In assessing the potential for improving accessibility, we would ask that the potential returns of investing in the ground-level work of local CTs be properly investigated.	Accessibility	PT	This can be seen in LTP2, the bus strategy and accessibility strategy
GM CT Operators Forum	As transport providers having a particular concern with addressing accessibility and exclusion issues (in fact, CT operators were addressing social exclusion before the term was ever coined!) the GMCTOF is particularly pleased to see the slightly wider focus set out in this strategy's objectives.	Accessibility	PT	This can be seen in LTP2, the bus strategy and accessibility strategy
GM CT Operators Forum	One barrier to the proper integration of services provided by GMCTOF members has been the inability of passengers to buy through tickets. We would welcome some discussion and development of proposals to include CT services within schemes to promote seamless ticketing.	Accessibility	PT	A fully integrated system will take time to achieve. Journey Planners using CT are being proposed and work is ongoing.
GM CT Operators Forum	Concessionary Fares - We are pleased to see that the number of CTOs included within this system is growing. We would hope that this facility will eventually be extended to all CTOs in the Greater Manchester conurbation	Accessibility	PT	This will be further explored through LTP2
GM CT Operators Forum	We welcome the idea of Quality Interchanges; we would hope that the planning of such interchanges would incorporate provision for integrating CT services. Indeed, this could provide an opportunity for a more radical integration of Social	Accessibility	PT	This will be further explored through LTP2

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Organisation	Comment	Type of Comment	Sub-type	Response
	Needs Transport, by structuring some interchanges around the hub of a new local operating centre for the district's CT provider.			
NWDA	In the context of the Manchester Rail Hub, special consideration should be given to those schemes which contribute most to the efficiency of links to and from Manchester Airport and those which contribute most to eliminating conflicts at key junctions between fast, regional, local and freight services;	Accessibility	Rail	This can be seen in LTP2
CPRE Lancs	We note the Smartcard/Cheshire Travelcard interface – possible extension of latter into SE Greater Manchester, and the look into cross-border rail ticketing with West Yorkshire. We believe that the GMPTE ought to investigate the possibility of such schemes for Greater Manchester/Lancashire cross-border travel.	Accessibility	Rail	This will be further explored through LTP2
SPITS	The Joint Greater Manchester's stance on the 'optimal use of railway' and its approach to the complexities of maximising the rail network in the future are supported. The development of further work towards Trans-Pennine rail upgrade, for example, would be supported.	Accessibility	Rail	This will be further explored through LTP2
SPITS	It is clear that extending the PTE supported area for Rail is helpful, however some 'railheading' where people in places served by rail stations choose the car to commute along lines to places inside the PTE boundaries in order to reduce the personal cost of commuting occurs. Any support for initiatives that encourage commuters to travel from local rather than distant stations would be welcomed.	Accessibility	Rail	This can be seen in LTP2
PDNPA	Supports the lobbying for transport improvements such as the West Coast main line and Trans-Pennine rail routes	Accessibility	Rail	This can be seen in LTP2
NWDA	We support the focus on the Regional Economic Strategy on page 14 and the reference to elements such as improved physical connectivity, good quality linkages between and within city regions and regeneration. It may also be useful to elaborate on how the plan fits with regional economic development by outlining in more detail for example how transport may assist in reducing worklessness, the potential role of tourism and by making greater reference to the region's strategic regional sites. The guidance note we produced identifying potential criteria for local transport authorities on the RES as well as the latest strategic regional sites Annual Monitoring Report may be useful in this respect.	Accessibility	Regional	This can be seen in LTP2
NWDA	You may be aware that the Agency has recently published a draft revised Regional Economic Strategy for consultation between July and September this year. The final draft of the RES will be submitted to the Government in December and launched in March 2006. In terms of the Manchester City Region, improving surface access to Manchester Airport, an improved Manchester rail hub and enhanced access to Manchester City Centre are seen as crucial activities in the document. I presume that the full LTP2 will be updated, where appropriate, to reflect the policies in the emerging RES as well as the latest Regional Spatial Strategy and Northern Way documents.	Accessibility	Regional	This can be seen in LTP2
NWDA	In terms of cross boundary issues (section 2.8.1), we would like to emphasise the need for the final LTP to recognise two activities as outlined in the draft revised RES - to improve rail linkages from Lancashire to Manchester City Centre (Manchester, Preston, Blackpool line) and to improve access for East Lancashire residents to benefit from job growth in Manchester and Preston;	Accessibility	Regional	This can be seen in LTP2

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Organisation	Comment	Type of Comment	Sub-type	Response
SPITS	Greater Manchester's aspirations to improve the Manchester-East Corridor to Stalybridge are supported. Any synergy that can be made between these developments and improvements to the Manchester – Sheffield and Manchester – Leeds 'Core City' linkages as detailed in Northern Way are welcomed where the environmental impact from transport on the National Park is reduced.	Accessibility	Regional	This can be seen in LTP2
SPITS	The Greater Manchester City Region Approach should be developed so that the concerns of those in the travel to work area and areas largely served by Manchester falling outside Greater Manchester and the North West Region needs are addressed.	Accessibility	Regional	This can be seen in LTP2
Ramblers Assoc	Whilst we strongly support the pedestrian network being accessible to disabled people, we think that, in areas where the network includes longstanding footpaths (usually the more rural areas), severe cutting back of vegetation or altering a long-established stile would destroy the character of the path, as would hard surfacing. We therefore think the wording should be "accessible to disabled people as far as possible". All newly constructed boundary crossings could, of course, be made accessible for the disabled.	Accessibility	Walking	These comments were passed on and considered by the walking sub-group
Living Streets	Providing for walking is much more than accommodating the transit of people from A to B. Streets that encourage walking promote the well being of individuals and of communities. Implementing a target that promotes walking would deliver many cross cutting benefits such as improved feelings of safety and better access to local services for those with limited travel choices.	Accessibility	Walking	This can be seen in LTP2
Ramblers Association	We would urge that in developing this strategy, priority should be given to enabling people to access their local facilities (e.g. shops, health care, pubs, post offices, banks), assuming, of course, that these facilities exist locally. To this end, we have in mind such things as maintenance and improvement of the local pedestrian network, ease of crossing busy roads, prevention of pavement clutter, adequate footpath/footway lighting, provision of cycle parking facilities etc.	Accessibility	Walking	This can be seen in LTP2
Ramblers Association	We support all the items listed in the programme, particularly footpath access to rail stations and new footways on rural roads. Lack of the latter can cause safety problems for our members when they are forced to use a rural road without a footway as a link between public rights of way.	Accessibility	Walking	This can be seen in LTP2
Ramblers Association	We very much support improvements in the standards of crossing facilities, which is in line with the objective in 2.6.11 i.e. The Need to Encourage Walking.	Accessibility	Walking	This can be seen in LTP2
Ramblers Association	We are pleased to note that the maintenance of footways and Public Rights of Way efficiently, effectively and to modern standards is included in the measures aimed at achieving the transport maintenance objectives.	Accessibility	Walking	This can be seen in LTP2
Ramblers Association	(Crime and Disorder Act 1998) We would not like to see local "cut-throughs", ginnels etc. closed as part of a supposed solution to crime problems. Where such a route forms a traffic-free link to local facilities they should be kept open, as this will encourage walking, provided of course, that the paths are well lit where necessary and well maintained. Such routes often also form part of a chain of "green" pathways out to the wider countryside.	Accessibility	Walking	These comments were passed on and considered by the walking sub-group
Ramblers Association	We very much agree that it is important that the pedestrian network is aesthetically attractive and reflects the character of the local area in an appropriate manner. We particularly hope that lighting which is provided will be appropriate. If	Accessibility	Walking	These comments were passed on and considered by the walking sub-group

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Organisation	Comment	Type of Comment	Sub-type	Response
	lighting is thought necessary in semi-rural areas, it should be sensitive to the environment i.e. directed downwards so as not to cause light pollution.			
Ramblers Association	Auditing of all new schemes to ensure walking issues are addressed is vital.	Accessibility	Walking	This can be seen in LTP2
Ramblers Association	We welcome the intention to ensure that pavements exceed minimum requirements where possible.	Accessibility	Walking	This can be seen in LTP2
Longsight Transport Project	A crossing at the A6 railway bridge.	Accessibility	Walking	Referred to Manchester City Council
PHS Directors of Public Health	That those without a car are able to access all that they need to choose a healthy lifestyle – good quality food shopping, exercise opportunities, countryside, recreational facilities, workplaces and health facilities.(ie Accessibility to services and Social Inclusion)	Accessibility		This can be seen in LTP2, the accessibility strategy and the bus strategy
ARGMU	Whereas I broadly approve of the thrust of the LTP2, I believe that the understandable focus of the Air Quality plans on legislated pollutants (NO <sub>2</sub> and PM <sub>10</sub> ) leads to an underestimation of the significance of bus emissions for ill-health in the conurbation. The assessment of air quality has been founded on the principles of Local Air Quality Management, which seeks to identify locations where Air Quality Standards are exceeded, regardless of whether anybody actually lives or works there. Such an approach automatically identifies motorway and trunk road corridors – as illustrated by the AQMA map – and identifies heavy goods vehicles as the principle source. If one re-frames the assessment in terms of the exposure of the population, however, then residential locations, commuting routes and busy city streets become far more significant. etc etc etc In city centre streets the sheltering of buildings reduces dispersion of airborne particles. This is compounded by the fact that people breathe more deeply and receive a higher dose to the lungs when they are active, for example walking to and from bus stops or through the city streets. The exposure for those spending longer outdoors on busy streets will be considerably higher. Of particular concern is the provision in the Plan for increased bus use on the Oxford Road corridor. Our data shows that particle concentrations on Oxford Road, and onboard vehicles using the road, are higher than at any other location in the conurbation, including the M60. Considering the M60 carries far more traffic, we must conclude that buses are the cause	Air Quality/Health or Environment	Buses	These comments were passed onto the air quality sub-group and used to update the strategy.
BMF	LTPs are required to give greater consideration to air quality and air pollution from traffic. While the motorcycle and scooter has only recently been subject to emissions limits, the LTP should recognise that in use, motorcycles and scooters are more efficient than other vehicles and less polluting than they appear to be on paper. Euro II limits apply to all new motorcycles and scooters sold since 2003 and in 2006/7 Euro III will bring limits equivalent to those currently applying to new cars. In addition, motorcycles and scooters generally have lower fuel consumption and hence CO <sub>2</sub> than other vehicles, particularly in congested conditions where they make better progress through traffic and avoid being locked into a stop/start cycle	Air Quality/Health or Environment	Motorbikes	A motorcycle strategy is being formulated to be submitted early in the LTP2 period
ARGMU	Consequently, we have identified that traffic in general, buses in particular, and older buses much more than newer buses, strongly dominate the dose of the most toxic particles to the bulk of the urban population, mostly during commuting and time spent in city streets with busy traffic. Furthermore I am	Air Quality/Health or Environment	Bus	These comments were passed onto the air quality sub-group and used to update the strategy.

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Organisation	Comment	Type of Comment	Sub-type	Response
	conducting research in Manchester showing how the contribution of heavy-duty vehicles, including buses, to non-exhaust PM <sub>10</sub> (by the resuspension of road dust by tyre friction and gusts) has previously been under-estimated.			
ARGMU	Our research findings have implications for transport management. They show that there is much greater scope for local intervention than is indicated by considering NO <sub>2</sub> and PM <sub>10</sub> alone. Although I broadly agree with the approach of LTP2 to rely heavily on modal shift to buses and to aim to reduce emissions per vehicle and hold traffic levels steady, it needs to be appreciated that buses place a greater burden on health than may have previously been realised. Emissions are greatest during acceleration, and so street intersections are also hot-spots. Traffic control that aids smooth driving styles will make a greater difference than that predicted by considering PM <sub>10</sub> and NO <sub>x</sub> emissions alone. Perhaps the single policy that would make the greatest improvement would be the banning of poor-quality buses from routes where large numbers of residents/pedestrians would be encountered. Our data strongly supports low emission zones, by-passes or any other intervention that introduces a distance between emissions (especially from congested traffic) and high concentrations of people (pedestrians/workers/residents) and the adoption of low- or zero-emission public vehicles (including Metrolink, of course) in urban centres.	Air Quality	Bus	These comments were passed onto the air quality sub-group and used to update the strategy.
SPITS	The aspirations for growth of traffic in Manchester Airport strategy with 50 million passengers per year by 2020 forecast could be seen as both unsustainable and undeliverable, (Aviation White Paper). It could be argued that this conflicts with LTP2 objective 3 (3.3 Pg 60) "To minimise environmental damage caused by transport...". It is suggested that these two are reviewed together.	Air Quality/Health or Environment	Airport	LTP2 makes effort to increase modal shift to and from more sustainable modes
Longsight Transport Project	We feel that the modal split of journeys to and from the airport should not be tied to the number of passengers the airport carries. The airport should be expected to reach the 40% use of public transport (at least) regardless of the number of passengers it is carrying, given that it is already a major transport generator. herefore the target, if expressed as a percentage, should be tied to a number of years not a number of passengers.	Air Quality/Health or Environment	Airport	LTP target reflects airports Ground Transport Plan target
GMCVO	Should be greater focus on soft interventions such as cycle training, individualised marketing and other awareness Initiatives	Air Quality/Health or Environment	Behavioural Change	This can be seen in LTP2
GMCVO	Air Quality targets for bus emissions need to be more robust, encourage Quality Bus contracts to provide more controls	Air Quality/Health or Environment	Bus	Proportion of fleet with certain engine types will be monitored, as will use of particulate traps. However, both these are a matter ultimately for operators, although we can encourage them
Ramblers Association	We feel that maintaining fund measures aimed at reducing emissions from existing public transport vehicles is not sufficient – the funds should be increased. Particulate emissions have been shown to play a large part in the development of heart and chest ailments and there is therefore an urgent need to improve on the figure of 8% of the bus fleet fitted with particulate traps (This figure was given in the Integrated Transport Strategy for Greater Manchester).	Air Quality/Health or Environment	Buses	These comments were passed onto the air quality sub-group and used to update the strategy.

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Organisation	Comment	Type of Comment	Sub-type	Response
Wigan Sustainable Transport Partnership	Cycling target not hugely ambitious	Air Quality/Health or Environment	Cycling	We feel that the target is challenging but realistic. Given decrease in cycling over LTP1, we think 10% increase in trips is ambitious, and Cycle England agree with us.
PHS Directors of Public Health	Would strongly recommend that LTP2 includes a clear commitment to complete the Greater Manchester Cycle Network by the end of the LTP2 period.	Air Quality/Health or Environment	Cycling	There is no definition of what is the Greater Manchester cycle network. Certainly there will not be sufficient funding to complete all our proposed routes in LTP2. However, we have prioritised cycle investment areas for implementation in LTP2 (not necessarily 'complete' though!)
Wigan Sustainable Transport Partnership	LTP accepts that arguments for sustainable options appear to have been lost before they have been made. Merseyside shows more commitment to GM to travel change agenda by establishing a permanent team	Air Quality/Health or Environment	Other	Our progress on smarter choices can be seen in LTP2
Longsight Transport Project	Improve lighting in the area (I hear that some improvements are scheduled to take place early 2006).	Air Quality/Health or Environment	Other	Passed onto Manchester City Council
Longsight Transport Project	The Longsight Transport Project takes very seriously the contribution of transport to climate change emissions and therefore tries to promote ways of reducing this in its work. We are therefore disappointed to see that climate change is not yet a priority in LTP2 and urge you to reconsider this. We support Friends of the Earth's 'Big Ask' campaign, which is asking for year on year cuts in climate change emissions so that efforts to meet longer term targets are not put off year after year. We believe strongly that this should be incorporated in LTP2, given that it is such a strong opportunity to influence local transport planning over the next five years. Climate Change should therefore be promoted from 'other quality of life issues' and given more substance in the plan. It is therefore important to improve bus services not only for reasons of social inclusion but also to promote more sustainable transport. At the same time emissions from buses must become cleaner. Metrolink can only have minimal effect on this over the next 5 years, and none in Longsight, and the LTP2 can therefore not afford to focus on Metrolink at the expense of bus improvements.	Air Quality/Health or Environment	Other	LTP2 strategy focuses on a wide range of bus improvements, not just Metrolink
Longsight Transport Project	As already mentioned, the climate change target should be more ambitious and should meet or exceed the national target of 20% by 2010. We would like to see a plan of how this target will actually be met.	Air Quality/Health or Environment	Other	Co2 target reflects what is likely to happen given success in achieving other targets on traffic growth: CO2 target has to be linked to these
SPITS	The Peak Park Transport Forum, which came into being to address this issue, in mind of the environmental concerns of the Peak District National Park, would welcome any development towards the improvement of Trans-Pennine transport facilities. Delivery of any scheme because of its size would be outside the scope of the LTP, however, the development of studies towards the implementation of rail improvements and other sustainable transport solutions to address the issue of the South Trans-Pennine routes would be welcome	Air Quality/Health or Environment	Regional	Greater Manchester Authorities would support such studies

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Organisation	Comment	Type of Comment	Sub-type	Response
SPITS	Air Quality, specifically the effect of local (as opposed to diffuse) traffic exhaust pollution affecting the natural environments of the Peak District National Park, which is cited as a negative effect and it could be argued that this issue should be addressed in regard to National Park purposes. Addressing this issue via Local Transport Plans is made difficult for two reasons:1, Local Transport Plan guidance focuses on Air Quality Action Zones and Air Quality Management Areas which concentrate on the effects of air pollution on populated areas and the effect of air pollution on people and not its effect on the natural environment.2, Condition reports from English Nature, appear to focus on the main negative impact on an area and often do not mention Air Pollution if a more pressing impact is affecting an area.	Air Quality/Health or Environment	Regional	Progress on this issue can be seen in the air quality strategy
SPITS	The environmental impact of SEMMMS regarding Section 62 of the Countryside Act and obligations on National Park Purposes in terms of transport impacts should be expressed. It is required that the development of SEMMMS should meet the requirements of this act. An assurance that the impact of road based elements of SEMMMS, namely the A555, Poynton and Stockport Bypasses upon this are responded to accordingly and consultation on the detailed delivery of SEMMMS and its affect on South Pennines Travel movements would be appreciated.	Air Quality/Health or Environment	Roads	The SEMMMS relief road is a clear recommendation of the SEMMMS strategy, which seeks to address the long-term transport problems faced by the South East of Manchester. The respective councils have been working hard to ensure the road scheme, if approved can be developed with minimal negative impact.
Wigan Sustainable Transport Partnership	Pleased to see Air Quality Targets	Air Quality/Health or Environment	Targets	This can be seen in LTP2
PHS Directors of Public Health	Although DPH's acknowledge that we have been consulted we are disappointed that our advice has not resulted in endorsement of any of our key ambitions for a cycle network, a strategy to increase walking, movement towards a high quality express network. Apart from the ambitions regarding Air Quality we are generally disappointed with the Provisional LTP2.	Air Quality/Health or Environment	Targets	In Final Plan we have identified clear target groups for cycling and walking, specific cycle investment areas, reviewed and maintained the walking strategy and updated the walking action plan.
NW Transport Activists	Walking targets lack ambition and will sell walking short.	Air Quality/Health or Environment	Walking	Two changes to walking target in final plan: made more ambitious by 1) decline now only 5% not 15%, and commitment to no further decrease
Living Streets	Active travel is central to improving the health of a nation. Increasingly sedentary lifestyles are a consequence rather than a causal factor and comes about by factors such as poor land use planning factorand comes about by factors such as poor land use planningPlanning for a 15% reduction will not encourage more walking and so will not promote health. Strategic policy should make every effort to raise the status of walking and should be deriving change, including setting positive targets. We hope that during the refinement process the target is revisited. We are impressed with your level of technical analysis but disappointed with your conclusions effort to raise the status of walking and should be deriving change, including setting positive targets. We hope that during the refinement process the target is revisited. We are impressed with your level of technical analysis but disappointed by your conclusions.	Air Quality/Health or Environment	Walking	Two changes to walking target in final plan: made more ambitious by 1) declien now only 5% not 15%, and commitment to no further decrease

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Organisation	Comment	Type of Comment	Sub-type	Response
Ramblers Association	We very much agree that people need to be encouraged to walk, both for health reasons and because of the need to reduce car use. We agree that all the issues listed are issues that act as deterrents to people choosing to walk and therefore need to be addressed. We particularly agree that here is a great potential for enhancing walking opportunities here.	Air Quality/Health or Environment	Walking	Two changes to walking target in final plan: made more ambitious by 1) decline now only 5% not 15%, and commitment to no further decrease
Wigan Sustainable Partnership	Lack of ambition with walking targets.	Air Quality/Health or Environment	Walking	Two changes to walking target in final plan: made more ambitious by 1) decline now only 5% not 15%, and commitment to no further decrease
PHS Directors to Public Health	Given the ambitions with respect to air quality it is surprising and disappointing the lack of ambition with respect to walking. With some 14% of journeys to work by car under 2km, it would seem that there is more potential to switch these journeys to walking than it will be to persuade more people to use buses for example.	Air Quality/Health or Environment	Walking	Two changes to walking target in final plan: made more ambitious by 1) decline now only 5% not 15%, and commitment to no further decrease
PHS Directors to Public Health	Includes a clear commitment to develop a co-ordinated walking strategy which will halt the decline in walking journeys so that by the end of LTP2 the trend is upwards	Air Quality/Health or Environment	Walking	This can be seen in the main document
Longsight Transport Project	A target for traffic that asks for a reduction in road traffic should be set. In view of the wider sustainability concerns and Manchester City Council's bid to become the "greenest city in Britain", it is surprising that the walking target is actually a continued reduction in walking. The council should set its aspirations higher and aim for a 15% increase in walking.	Air Quality/Health or Environment	Walking	The walking target has been changed since the provisional submission. See main document
GMCVO	An increase in walking will not be achieved by physical interventions alone- community and voluntary sector needs to be engaged as a delivery partner.	Air Quality/Health or Environment	Walking	This can be seen in the main document
PHS Directors of Public Health	DPH's recommend that "there should be a county wide vision for local pedestrian networks."	Air Quality/Health or Environment		This can be seen in the main document
PHS Directors of Public Health	"there should be active promotion of the rail/cycle combination".	Air Quality/Health or Environment		There is: see BLUC lockers. Cycle carriage on trains is also monitored specifically
PHS Directors of Public Health	there should also be cycle parking at all stations.(bus and rail).	Air Quality/Health or Environment		Work is being carried out on this in association with station development zones
Ramblers Association	We very much support the commitment (paragraph 2) to continue the programme of assisting in developing travel plans and other travel change initiatives designed to ensure maximum use of non-car modes.	Congestion	Behavioural Change	This can be seen in LTP2
Ramblers Association	We support the creation of the network of QBCs. A point we would make is that a feature of QBCs is often bus lanes which need to be kept as clear as possible so that car drivers in the slow moving adjacent lane can see how much quicker it would be to travel by bus. We saw a suggestion in a document circulated in April 2005 (GMLTP2 Headline Indicators and Aspirational Targets) that freight traffic might be allowed to use bus lanes at times to relieve congestion (LTP7 Congestion). We would be opposed to this, as bus lanes need to be kept clear, for the reasons we have stated.	Congestion	Bus	GM are not currently exploring the option of freight in bus lanes. That will be the general approach, unless specific circumstances requires otherwise

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Organisation	Comment	Type of Comment	Sub-type	Response
Longsight Transport Project	More bus lanes.	Congestion	Bus	These are being developed throughout Greater Manchester
GMCVO	Pleased LTP2 discusses congestion charging and travel planning- would like to see more targets and schemes relating to reallocation of road space	Congestion	Demand Management	As far as targets go, we have concentrated on outcomes, not outputs
NW Transport Activists	Reservations on Metrolink alignments, but support in principle.	Congestion	Metrolink - pro	Metrolink, and it's current proposed alignments, are the best option in delivering the long-term objectives of GM
Wigan Sustainable Transport Partnership	Concerned that congestion did not have enough detail in document (1 page)	Congestion	Other	This can be seen in LTP2
HA	The success of your plan and its various component strategies will have implications for, and be influenced by, the operation and management of the strategic road network. There are many transport challenges to be faced. For example, you have noted in the Bus Strategy that a significant mode shift towards public transport is required so that the number of car trips is held at the level it was in 2002. This shift needs to be achieved, along with others, in order to ensure that the high levels of economic growth expected as a result of regeneration are sustainable and will not lead to an unacceptable level of congestion on the Greater Manchester conurbation's transport network. Such an outcome would not be in the interest of existing businesses or users of the conurbations transport systems. The impact on air quality will also be an important consideration, particularly having regard to emerging European legislation on this matter.	Congestion	Other	This can be seen in LTP2
HA	You have recognised that more work is needed to define indicators; produce forecasts; set targets; as well as assess the performance and the potential impact of policies, programmes and schemes on plan targets. This is needed in order to provide the necessary evidence to inform and support your LTP2 submission. The outputs from the Congestion Study will be of importance here. I can confirm that we are keen to continue our involvement in commenting on the study and helping you take forward the transport assessment of the plan.	Congestion	Other	As far as targets go, we have concentrated on outcomes, not outputs
HA	I note that the target for Area Wide Traffic Mileage is "No change in vehicle kilometres on local authority roads between 2004 and 2011." However, many lengths of the strategic road network pass through the Greater Manchester area. The impact of your plan's policies and programmes on that network has yet to be assessed, identified and considered. Again the findings of the Congestion Study will be of importance.	Congestion	Other	definition of target is set by DfT. Data on overall traffic flows on all roads is monitored and analysed by GMTU
HA	Understanding the potential impact of your plan's policies and programmes on the trunk road network is an important issue. It is one you will need to address given the requirement to set out in the LTP document the relationship between national and local targets; in particular National PSA objective DfT1 which relates to congestion on the inter-urban trunk road network. At present the relevant section in the Monitoring Annex for DfT1 states that there will be no change in area wide traffic mileage between 2004 and 2010. This statement	Congestion	Other	Target now changed to limit increase in growth to 2%

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Organisation	Comment	Type of Comment	Sub-type	Response
	seems to be at odds with the SPM forecasts and views of the DNMS noted above, which report increases in mileage on the motorway network.			
Ramblers Association	Park and Ride - We have reservations about this. It should be borne in mind that park and ride facilities on the periphery of the Greater Manchester area could lead to commuters from outside the Greater Manchester boundary forsaking use of the train or bus for the whole journey, and instead using the car to the park and ride facility, so that the result could be increased car use even though this car use would be outside the Greater Manchester boundary. We would like to see only very limited use of park and ride and, where it is used, the facility should not be located in the Green Belt.	Congestion	Park and ride	Park and Ride would only be developed when it is clearly the best option and the disbenefits measured are avoided
NW Transport Activists	Seems contradictory to support shorter demand management measures, but seems to support roads for longer strategic journeys instead of rail.	Congestion	Rail	Longer strategic journeys to the centre of the conurbation are most definitely seen as rail based. For journeys outside GM, there is strong support for maximising the use of the West Coast Main Line and investing in the Trans-Pennine routes.
CPRE Lancs	Given that rail has potential speed advantage over buses, we would ask, in respect of any other studies, for the long-term possibility of re-instatement of the Bury-Accrington line, that was closed back in 1970.	Congestion	Rail	This would be an extremely expensive scheme, as part of the trackbed has already been used for the A56 bypass at Haslingden, and would need to run over the preserved East Lancs railway-though the possibility on the latter should not be overlooked in the meantime
CPRE Lancs	It should be noted that some other transport authorities, including shire councils such as Lancashire, are ahead of Greater Manchester in terms of real-time information, and action should be taken to address this.	Congestion	Real Time Information	Developments will be occurring in this through the LTP2 period
SPITS	In terms of the delivery of SPITS and addressing the impact of traffic on the National Park, we would welcome support for this from yourselves. SPITS aims to influence the form of any road pricing scheme that may be introduced to ensure these are of advantage to the National Park.	Congestion	Regional	Greater Manchester authorities, particularly those containing part of the National Park are keen to continue playing a role in SPITS
NWDA	The Agency recognises the economic importance of improving strategic motorway access around the Manchester City Region. Whilst we agree that traffic congestion appears to be a major issue only at peak times on this network, there are some areas where 'peak spreading' is taking place, causing significant disruption and unreliability of journey times (e.g. M60 Junctions 12-18). We would like to see greater support in the LTP on the need for solutions to improve reliability on the strategic road network around Greater Manchester. Examples could include reference to the early implementation of the JETTS segregation schemes, the importance of the A555 Manchester Airport Link Road West (as part of the SEMMMS New Relief Road Scheme) and the economic role of the A556.	Congestion	Road Schemes	This can be seen in LTP2

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Organisation	Comment	Type of Comment	Sub-type	Response
NWDA	The Agency welcomes your study to identify the extent of congestion in the sub-region in order to inform future policy development. This will help to target investment in the most effective areas and may offer a useful tool in the region's potential future contribution to the government's agenda on road user charging;	Congestion	Roads	This can be seen in LTP2
NWDA	CPRE objects to the GMLTP2 progressing the Glossop Spur to the Mottram Tintwistle bypass and asking DfT for full acceptance of the scheme, and to its unqualified support for SPITS	Congestion	Roads	Public transport will benefit significantly from this scheme.
CPRE (peak)	Road Schemes- We cannot support these, believing that increasing road space is not a solution to relieving areas adversely affected by excessive road traffic. Very soon after the provision of a relief road, the road relieved will fill up again with new traffic, so that overall road traffic will have increased. Even if the road relieved is reallocated to more environmentally forms of transport, the problem will merely have been transferred elsewhere.	Congestion	Roads	Greater Manchester's approach to road schemes is that major schemes should only be built in a limited number of cases where there is no public transport option, and particularly where there is a severe environmental problem affecting air quality and living conditions
Ramblers Association	Glossop Spur to Mottram-Tintwistle bypass. We are opposed to this. Many rights of way would be affected, particularly in terms of loss of tranquillity. Moreover, the Highways Agency have admitted that the scheme would promote more traffic movements on the A628	Congestion	Roads	AGMA supports the HA in this scheme, 'do nothing' would mean much traffic still intrusion in Mottram village;
Ramblers Association	SEMMMS New Relief Road Scheme-We cannot support this. The Stockport North-South bypass element runs through the Goyt Valley, an attractive green area east of Stockport, easily accessible by public transport or walking from the nearby conurbation. There are many rights of way, much used by walkers, which would be adversely affected by the road, despite mitigation measures. In addition the green belt would be opened up to infill development, and more traffic would be generated overall.	Congestion	Roads	The SEMMMS relief road is a clear recommendation of the SEMMMS strategy, which seeks to address the long-term transport problems faced by the South East of Manchester. The respective councils have been working hard to ensure the road scheme, if approved can be developed with minimal negative impact. Mitigation measures have been formulated with local groups.
PDNPA	Creating Sustainable Communities Actions are welcomed. The Authority warmly welcomes the demand management measures contained on p24	Congestion	Roads	This can be seen in LTP2
Wigan Sustainable Transport Partnership	Large number of road schemes, contrary to LTP guidance	Congestion	Roads	Greater Manchester's approach to road schemes is that major schemes should only be built in a limited number of cases where there is no public transport option, and particularly where there is a severe environmental problem affecting air quality and living conditions

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Organisation	Comment	Type of Comment	Sub-type	Response
PHS Directors of Public Health	The provisional LTP2 also submits a large number of road schemes, which appears to us contrary to LTP guidance and advice to submit through the regional prioritisation process	Congestion	Roads	Greater Manchester's approach to road schemes is that major schemes should only be built in a limited number of cases where there is no public transport option, and particularly where there is a severe environmental problem affecting air quality and living conditions
GMCVO	A hierarchy of road users should be clearly defined. This presents an order in which different road users should be considered when planning or designing highway or traffic management. Schemes.	Congestion	Roads	This can be seen in LTP2
NW Transport Activists	Reservations on Major scheme road projects.	Congestion	Roads - against	Greater Manchester's approach to road schemes is that major schemes should only be built in a limited number of cases where there is no public transport option, and particularly where there is a severe environmental problem affecting air quality and living conditions
Ramblers Association	Safe walking and cycling routes in rural communities are to be welcomed, both on the highway network and the rights of way network.	Congestion	Walk	This can be seen in LTP2
Support for UTC bids	Support for UTC bids.	Congestion		This can be seen in LTP2
CPRE Lancs	Manchester Rail Hub- one issue that the LTP identifies is delay to rail freight. Perhaps the GMPTE ought to consider defending the disused rail line between Radcliffe and Bolton, running through Darcy Lever. In addition to being consistent with Government recommendations, this would keep alive the possibility of a cross-region freight link that would by-pass Manchester. It may be worth the GMPTE investigating the extent to which this would relieve pressure on the Manchester hub.	Freight	Rail	It is not clear what purpose such protection would serve, since rail freight could not use the Metrolink route at Radcliffe. Any problems caused by freight on the Manchester Hub are more likely to be resolved by the building of a new inter modal freight terminal to the west of Manchester, as supported in the GM freight strategy
NWDA	Under the section on moving freight, we would like you to make specific reference to the proposed intermodal freight terminals designated by NWDA as strategic regional sites and identified in the draft RES;	Freight	Regional	This can be seen in LTP2
SPITS	Freight Connections to East Coast via Road should link into the principles of sustainable haulage and pay regards to the National Park Purposes in their delivery, to reduce the impact of Freight on the National Park.	Freight	Regional	This can be seen in LTP2

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Organisation	Comment	Type of Comment	Sub-type	Response
NW Transport Activists	GM should be doing much more on cutting edge travel movements than it is. Should demonstrate it is learning from good practice.	Other	Other	This is being developed though the TIF bid and can be seen in LTP2
GMCVO	More early intervention targets- particularly in Manc City Centre and District Centres	Other	Other	We have an annual trajectory to We provide milestones.
NW Transport Activists	The plan makes the assumption that new transport infrastructure automatically brings economic benefits.	Other		We are adopting a co-ordinated approach which brings together the housing, economic, spatial and transport and environmental strategies such that they are consisted and mutually supporting. Transport infrastructure will not on it's own bring economic benefit. However, transport can act as a constraint to economic development. Therefore, we are only seeking ot target investment where it supports growth in the most sustainable way. Our strategy is based on locality development which generates high flows in areas of accessibility, improving public transport infrastructure and improving facilities for cycling and walking
Wigan Sustainable Transport Partnership	Appears to be a belief that individual boroughs are subservient to central Manchester and that economic development, social improvement and regeneration is reliant on central Manchester. WSTP believes that boroughs are short changed if that is the case. It ignores current government. thinking on reconnecting with communities.	Planning	Other	The SPM forecasts that a significant amount of development will occur in Manchester City Centre, but that there will also be substantial development in other parts of Greater Manchester. The LTP2 therefore seeks to focus resources where they will achieve the greatest impact in particular by focusing on trips to key and local centres, educational establishments and larger concentrations of employment. The resources will be distributed across al ten local authority areas. Whilst there is initial focus on corridor partnerships along radial routes to the regional centres we are preparing to identify, develop and roll out orbital corridor partnerships
NWDA	We note your intention to undertake a detailed prioritisation process in terms of your major schemes' contributions to transport and wider objectives. We wonder how this might best be aligned with the current Regional Spatial Strategy prioritisation exercise and with that proposed by GONW in the context of the Regional Transport Forum?	Planning	Regional	This can be seen in the main document
CPRE Peak	A significant part of Greater Manchester (GM) in the east is covered by the SPITS Business Plan (2005), which aims to reduce the adverse impacts of travel in the Southern Pennines, particularly the Peak District National Park. It would achieve this by upgrading the A628, using traffic restraint on major and minor roads, improving public transport services	Planning	Regional	The measures CPRE have proposed have been analysed but it is felt that the approach set out in LT2 and the SPITS business plan is the best way forward for this area.

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Organisation	Comment	Type of Comment	Sub-type	Response
	and marketing, and influencing travel behaviour. Although only a small part of Oldham lies within the Park, Section 62, Environment Act 1995, places a general duty on statutory undertakers and relevant authorities, such as Local Authorities, to have regard to the purposes of National Parks when coming to decisions or carrying out their activities relating to or affecting land within the Parks CPRE has developed a package of measures, SPITS: The Way to Go, which includes sustainable transport measures promoted by the Government			
SPITS	Although there is no direct boundary with South Yorkshire links between South Yorkshire and Manchester are part of the Northern Way, as part of links between core city regions. This issue is covered in SPITS. It is suggested that this issue is covered as part of cross boundary issues.	Planning	Regional	This can be seen in LTP2
PDNPA	Heartened to see that both the National Park Authority and SPITS have been taken into consideration regarding cross boundary issues.	Planning	Regional	This can be seen in LTP2
Ramblers Association	Real Time Info. We particularly support this. Real-time information for buses is vital to encourage increased bus usage. People get frustrated waiting for a bus which is late, particularly as they have no way of knowing whether the bus has been cancelled or whether they have just missed it. Uncertainty is a great deterrent to bus usage. We urge that the provision of real-time information be prioritised.	PT	Bus	This will be explored in LTP2
Ramblers Association	We support the bids for a new Rochdale Bus Station, Altrincham Interchange Regeneration, and Yellow School Buses.	PT	Bus	These bids will be progressed in LTP2
Wigan Sustainable Transport Partnership	Need to see more evidence of Orbital bus route plans	PT	Bus	This can be seen in the bus strategy
Longsight Transport Project	Press for GMPTE to be given greater powers to regulate buses and discipline operators who run poorly performing services	PT	Bus	We would prefer to work voluntarily with operators
Longsight Transport Project	Improve CCTV on buses.	PT	Bus	This can be seen in LTP2
Longsight Transport Project	More coordination between police, GMPTE and bus operators to deal with crime and anti-social behaviour on buses	PT	Bus	This can be seen in LTP2
Longsight Transport Project	With regard to the targets set out, we have a few comments to make. The target of 60% satisfaction with buses by 2009/10 is very low.	PT	Bus	We believe a rise of 5% point over the LTP2 period is challenging
GMCVO	We would support the GMPTA in increasing the controls via Quality Bus Contracts and other means.	PT	Bus	We would prefer to work voluntarily with operators
NW Transport Activists	Stockport Interchange should be a higher priority along with Metrolink to the town.	PT	Interchange	This is being developed by Stockport MBC and GMPTE
Ramblers Association	Improved cycling and walking links to stations are vital. We urge that convenient footpaths to stations are kept clean and well-lit and, above all, are not closed, forcing people on to a road route which may well be longer as well as less pleasant. We also urge that more bike lockers be installed at rail stations; some stations have only 2 or 3 which is totally inadequate if a significant impact is to be made in encouraging people to leave their cars at home	PT	Rail	This can be seen in our work planned for station development zones

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Organisation	Comment	Type of Comment	Sub-type	Response
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PHS Directors of Public Health	The DPH's recommend that more 20mph limits should be established in residential side streets	Road Safety	Roads	Agreed, this can be seen in work programmes
Longsight Transport Project	An outreach/education programme on safe driving, including speeding.	Road Safety	Roads	Referred to Manchester City Council
Longsight Transport Project	More 20mph zones.	Road Safety	Roads	Referred to Manchester City Council
Longsight Transport Project	More visible speed cameras.	Road Safety	Roads	Referred to Manchester City Council
Longsight Transport Project	Extension of the Homezone concept into other areas of Longsight.	Road Safety	Roads	Referred to Manchester City Council
GMCVO	Schemes should focus on more traffic calming and speed reduction, new crossings, better lighting	Road Safety	Roads	This can be seen in the work programmes
Ramblers Association	We fully support the commitment to reduce the numbers of people killed or injured in road accidents by continuing the Casualty Reduction Partnership (responsible for speed cameras), and the Neighbourhood Road Safety Initiative, alongside road safety education and the creation of safe cycling networks. However, we would like to see pedestrians included in this commitment, apart from their being protected to some degree by the vehicle speed reduction measures. We have in mind such measures as the provision of more crossings with pedestrian phases, or traffic islands where pedestrian crossings are not feasible. We do not, however, favour underpasses, as these can be a deterrent to walking, owing to the litter-strewn/graffiti-ridden environment that often develops in them and to people's fear of crime when using them. We are very much in favour of Home Zones, as at Northmoor in Longsight (Manchester), which have been shown to be successful in creating safe areas for pedestrians to use and for children to play in, and we would hope that more can be created.	Road Safety	Walking	This approach can be seen in the work programmes
Longsight Transport Project	More work on safe routes to school.	Road Safety	Walking	Referred to Manchester City Council