

# The justification for our strategy

## Chapter 4

**4.1** We firmly believe that a public transport-led approach is the only way to achieve our objectives. This view is based on the analysis below and results of consultation carried out on the Provisional LTP, which revealed a high level of public support for our strategy.



## Justification for our strategy

**4.2** In coming to this view, we have used the Greater Manchester Strategy Planning Model (SPM) as a tool for analysing alternatives. This model has been developed in conjunction with the Highways Agency and Government Office North West (GONW).

**4.3** The model represents the main interactions between transport demand and land use which determine, in the long term, the quality and type of travel in a complex urban area and also the overall nature of the urban area itself. Unlike most models, it seeks to answer questions not just about "what will happen?" but also "when will it happen?" We believe that such a representation of the dynamics of the interactions between the various factors which affect travel and land use decisions is essential to making informed policy choices.

**4.4** In our view, the SPM is the most complex transport and land use model currently available in the UK. It has had a number of uses within the current LTP process. As well as being used to test long-term strategy and the five year plan, it has been used to evaluate the Greater Manchester response to the Road Traffic Reduction Act and will be used to inform Local Air Quality Action Plans.

**4.5** Last year we reported that three investment scenarios had been tested using the SPM. These were a:

- **do-minimum Reference Case, in which minimal investment in transport infrastructure is assumed and the M60 orbital motorway is assumed to be open in 2001. Transportation policies are assumed to be largely unchanged and, in line with national guidance, land use policy is more restricted for most types of development than it has been in the recent past**
- **highway investment test, in which motorway capacities are increased by 30%, the capacities of other roads by 10% and parking supply in central areas increased by 30%**
- **public transport investment test, in which the Metrolink extensions are all implemented and bus lanes are introduced on all major radial roads to and from Manchester City Centre. Besides reduced bus journey times on bus lanes, a 10% increase in speeds across the bus network was assumed, arising from general bus priority measures and improved fare collection methods**

**4.6** The highway investment scenario would require substantial demolition at key pinch points on the highway network to achieve the increases in capacity specified which would be unacceptable within an urban area. Even under such an investment scenario traffic congestion was predicted to continue to grow, with peak hour journey times to Manchester City Centre increasing by 10-15% by 2011. In addition the decline in public transport use would be accelerated. This, in turn, would lead to higher fares and lower levels of service and thus more social exclusion of people without access to a car.

**4.7** In 1999 it was decided not to develop the highway investment option for further testing. The public transport investment option did, however, indicate that it is possible to reduce levels of growth in road traffic, pollution and congestion and to increase public transport patronage and service levels.

**4.8** During this year we have continued to refine the Reference Case and the public transport investment test. Under the Reference Case car trip kilometres travelled each weekday within Greater Manchester in 2011 are forecast to rise by about 14% above 1996 levels. Public transport trip kilometres are, however, forecast to continue to fall, with a weekday average in 2011 some 27% lower than in 1996.

**4.9** The forecasts under the public transport investment test are encouraging and support our intuitive view that a public transport led investment strategy is the only way forward if our aims are to be achieved. The predicted outputs show a lower level of increase for car trip kilometres, up 9% in 2011 from 1996 and an increase in public transport trip kilometres, up about 10% in 2011 against 1996 levels.

**4.10** A more detailed analysis of our SPM tests is contained in a technical appendix in Part III. It should be noted that the model runs reported here do not include any assessment of the impact of possible charging strategies.

**4.11** The Greater Manchester Local Transport Plan has stated its strategic vision, core objectives and transport objectives in previous chapters. Detailed strategies are being developed to deliver these objectives. These are grouped into a number of themed areas:

- *widening travel choice*
- *changing attitudes to travel*
- *safety first*
- *making the best use*
- *demand management*
- *delivering the goods*
- *getting the small things right*
- *planning for the future*

**4.12** These areas are explained in more detail in Chapter 8. The strategies have been used to develop the five-year Implementation programme in Chapter 9. In Chapter 10 this process is taken further, with the identification of key actions to achieve each objective, causal chains and monitoring measures including targets and indicators.

