

# Public participation in strategy development

## Chapter 5

**5.1** Greater Manchester's authorities have a history of ensuring public involvement in policy development on transport issues which we set out to build on following our Provisional LTP.



**5.2** To enhance participation in moving towards this LTP, we have taken the steps of:

- *reviewing existing means of consultation with transport operators' representatives*
- *identifying links for the business community to play a part in developing the LTP*
- *working with the voluntary sector on transport policy and participation strategies*
- *undertaking a detailed audit of consultation processes in each of the ten districts*
- *identifying related opportunities such as UDP reviews and Local Agenda 21 updates*
- *identifying and contacting existing user groups and forums to secure involvement*

We believe these steps have contributed to a more inclusive process – an aim we share with the voluntary sector and which we intend to develop throughout the five-year life of this LTP.

**5.3** Various forms of consultation took place between February and April 2000 such as:

- *distributing a special LTP newspaper – “Transport Matters in Greater Manchester” – containing a questionnaire covering key aspects of the LTP’s aims and strategy*
- *setting up a website containing the Provisional LTP, newspaper and questionnaire*
- *holding two Local Transport Plan exhibitions and meetings in central Manchester*
- *taking a specially-designed public exhibition to various events across the County*
- *calling a one-day conference on women and public transport and a recall event*
- *holding a ‘Youth Parliament’ for local schoolchildren to debate transport issues*

- *running a one-day seminar on retailing and transport in conjunction with Government Office North-West*
- *discussing the LTP at quarterly local transport group meetings in each district*
- *setting up a standing External Liaison Group to inform the LTP process*

#### **Members of the External Liaison Group**

Altram  
Arriva North West Ltd.  
Automobile Association  
British Motorcyclist Federation  
Centre for Health Promotion  
First North Western  
Freight Transport Association  
Government Office North West  
Greater Manchester Accessible Transport Ltd.  
Greater Manchester Centre for Voluntary Organisation  
Greater Manchester Cycle Campaign  
Greater Manchester Pedestrian Association  
Greater Manchester Police  
Greater Manchester Transport Consultative Committee  
Manchester Chamber of Commerce  
Manchester City Council Parking Services  
Marketing Manchester  
Motorcycle Action Group (UK)  
Northern Spirit  
Pro Manchester  
Railtrack  
Salford Community Health Council  
Salford and Trafford Health Authority  
Stockport Health Authority  
Virgin Trains

## Public participation

### Public responses to the Provisional LTP strategy

**5.4** The 3,300 questionnaires returned, following distribution of the newspaper, indicated broad satisfaction with the evolving strategy – with 75 percent backing the Provisional LTP bid for the Metrolink extensions. Both the returns, and the many people who wrote in with specific comments, showed a lot of support for making public transport more reliable and frequent, for improving local centres by reducing traffic levels and for dedicated walking and cycling facilities.

**5.5** Measures which commanded some support or generated interest included high-occupancy vehicle lanes and Park-and-Ride, with road user charges seeming less popular. Unreliability and high fares on public transport were common complaints, though less so in the case of Metrolink where overcrowding was a commonly raised problem. The Integration Project and Quality Partnership should help address the first, while we are putting forward a major scheme to overcome capacity problems on the Bury-Altrincham Metrolink line.

**5.6** Issues identified by the Women's Conference led to the clarification of Objective F which now includes reference to the importance of women's specific travel needs.

**5.7** Liaison with users and partnership working in the forums identified in Chapter 2 above has also led to substantial revision of the strategies for walking, cycling and travel to schools. Other concerns raised in the consultation and participation processes will be addressed as the strategy develops. We have already begun looking at Park-and-Ride and parking policy.

**5.8** Overall, the public have shown strong support for the objectives and strategy in the LTP and our concentration on improving the quality and effectiveness of local public transport, improving conditions for

cyclists and pedestrians, using transport to achieve land-use and regeneration objectives and "getting the small things right" – both in local highway and traffic management schemes and in the delivery of public transport services.

### Future methods of participation

**5.9** We are now working to develop our five-year consultation strategy – starting with publication of a free-standing summary version for wide distribution, as well as the ongoing liaison work.

**5.10** Additionally, public consultation is in train throughout Greater Manchester covering:

- *transport elements of Unitary Development Plans / Local Agenda 21 strategies*
- *the Greater Manchester Air Quality Management Area consultation document*
- *the review of the PTA and district councils' Best Value Performance Plans*
- *Best Value reviews of individual services within the life of the LTP*

We shall develop ways to ensure such processes reflect the importance of, and help to glean public opinion on, our transport strategy and proposals prior to implementation – as well as undertaking to involve local communities in considering detailed scheme impacts.

**5.11** Many of our specific strategy documents have been drawn up with active participation from user groups and voluntary bodies. Others will be published for consultation in draft form before publication; while yet more – such as the Greater Manchester Rail Strategy – have already been developed with the help of focus groups. More details of the process to date and our developing strategy will be found in Chapter 7.