

The Local Transport Plan Settlement for 2007/08

In December 2006, we received the Government's response to our 2007/07-2010/11 LTP2 strategy and our report on delivery of LTP1 (2001/02 – 2005/06).

LTP2

What did Government like about it?

- The context and underpinning analysis for the strategy
- The way in which we had consulted and engaged with the Greater Manchester community

What did they think we could have improved?

- Our treatment of the shared congestion and road safety priorities agreed between central and local government
- We had undervalued small schemes and softer measures to complement larger capital investment
- Our level of risk management could have been better to deal with the challenges met during the delivery of schemes

Overall, Government classed it as 'good'. This put the Plan in the second category of four nationally, and gave a 3% increase in our settlement compared with the guideline figure we were originally given for 2007/08 – so this was our performance award. Authorities in the top, or 'excellent, category, got a 12.5% increase.

The LTP1 Delivery Report

What did the Government like about it?

- Public transport and the integrated strategy for journeys to school
- Partnership and cross-boundary working

What did they think we could have improved?

- More evidence was needed of data-led activities and monitoring for road safety
- Stronger, more formal partnerships with public transport operators were required.

The Delivery Report was also classed as 'good', but in this case the category was the third out of four. No performance award or 'uplift' was made, as only 'excellent' authorities got this (an extra 12.5% over the previous guideline).

The road safety elements were assessed for the Specific Road Safety Grant, which covers the Casualty Reduction Partnership between the Greater Manchester Districts. These were classed as 'fair' for LTP2, and 'meeting minimum requirements' in the LTP1 Delivery Report. We would argue that the

assessment is too pessimistic, given that the baseline figures for assessment reflected Greater Manchester's already significant progress in reducing casualties

How did we compare with other areas?

- 21 plans were 'excellent, 42 'good', 18 'fair' and 1 weak

The following table compares metropolitan areas:

Metropolitan Area	LTP2 Strategy grade	LTP1 Delivery grade	Performance uplift
Merseyside	Excellent	Excellent	+25%
West Midlands	Excellent	Very good	+12.5%
Tyne & Wear	Good	Very good	+3%
Greater Manchester	Good	Good	+3%
West Yorkshire	Good	Good	+3%
South Yorkshire	Fair	Satisfactory	0

How much did we get in the 2007/08 LTP settlement?

Block	Settlement
Integrated Transport	£46.385 m
Maintenance	£28.921 m
Specific road safety	£3.519 m
Total	£78.826 m

The Integrated Transport Block (ITB) figure includes £6.765 million for the South East Manchester Multi-modal Study (SEMMMS) schemes and £3.5 million for more schemes under the Greater Manchester Transport Infrastructure Fund (GMtif), which is specifically directed at the Bolton and Wigan areas. Importantly, both the SEMMMS and GMtif areas of funding were confirmed for the lifetime of LTP2 to 2011/12, GMtif being on the insistence of the Minister in order to provide a foundation for further improvements such as the Leigh-Salford-Manchester Busway.

This was the first settlement to be made under the Government's new approach to funding, where 75% of the settlement is allocated on needs-based formula, and 25% for performance. The way in which Greater Manchester splits its allocation has also been changed to reflect the DfT's needs-based formula, phased in to ensure no authority gets less than it did in the previous year's settlement

No announcement has yet been made about major schemes (i.e those costing over £5M).

Another £3.5M has been allocated to the Greater Manchester Casualty Reduction Partnership.

Nationally, allocations increased by 2.9% compared with last year, but Greater Manchester's was 4.4% higher, incorporating the 3% performance award referred to previously. This has been split by authority as follows:

Authority	ITB (inc. SEMMMS & GMtif)	Maintenance (inc. Primary Route Network)	Total LTP	Specific road safety
Bolton	£1.757	£4.490	£6.247	Split between Districts to be decided
Bury	£1.207	£1.541	£2.748	
Manchester	£5.442	£3.518	£8.960	
Oldham	£1.852	£2.745	£4.597	
Rochdale	£1.433	£2.843	£4.276	
Salford	£2.261	£2.149	£4.410	
Stockport	£4.837	£6.091	£10.928	
Tameside	£2.606	£2.082	£4.689	
Trafford	£1.321	£1.490	£2.811	
Wigan	£1.881	£1.972	£3.853	
GMPTA	£21.788	£0	£21.788	
Greater Manchester	£46.385	£28.921	£75.307	

All figures in £million

Seven authorities received additional sums for major maintenance and strengthening on the primary route network (Bolton, Oldham, Rochdale, Stockport, Tameside, Trafford and Wigan). Two of the five schemes put forward for exceptional maintenance funds were rejected (St Peters Way Bolton and Walmersley Old Rd Bury), and three require further work (Queens Park Bridge Rochdale, Dan Bank Stockport and Fairfield Hospital Bury).

What do we know about allocations for future years of LTP2?

All remaining years' ITB settlements have been increased by 3% from the previous planning guidelines, consistent with the performance reward already noted. These include SEMMMS and GMtif, and are:

	2008/09	2009/10	2010/11
ITB	£45.523	£47.839	£50.145
Specific Road Safety	£3.651	£4.141	£4.310

All figures in £ million

The ITB amounts will be subject to the Government's 2007 Comprehensive Spending Review, and the amount of the Specific Road Safety Grant is due for review after 2009/10 after Government's assessment of the GM Road Safety Strategy in 2008.

Maintenance allocations will be made for 3 years when the 2007 Comprehensive Spending Review takes place .

The DfT's allocation for SEMMMS will, from 2008/09, also include Derbyshire, which will affect how this is split between authorities, and may result in slightly less money coming to Greater Manchester authorities. However, as these resources may be spent on tackling trip generation and modal choice on cross-boundary journeys there will still be benefits to Greater Manchester.

We do not expect further adjustments to these figures on the basis of our performance. However, a mid-term progress report to the DfT will be needed in 2008, the requirement for an Annual Progress Report having been discontinued.