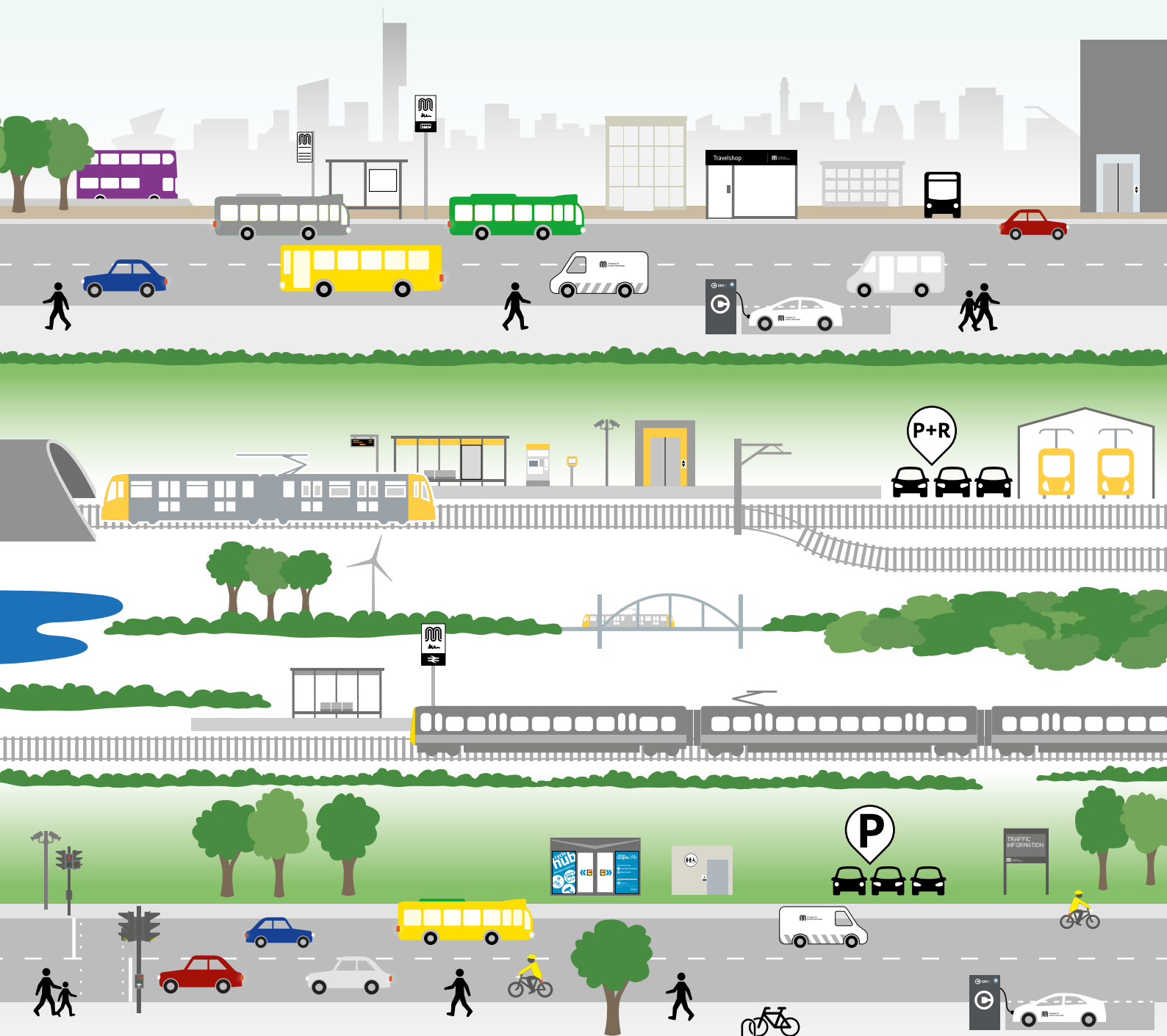


Investing in Greater Manchester transport 2017/2018



Transport is an important part of life for residents and businesses in Greater Manchester. It connects people with jobs, education and their families; gets customers and suppliers to businesses and connects people with important public services.

This document gives an overview of how revenue funding will be spent on transport in Greater Manchester over the next 12 months.



Who will manage transport and the revenue funding?

Transport for Greater Manchester (TfGM) is the organisation that delivers the Greater Manchester Combined Authority's (GMCA) transport policies. It coordinates transport networks across the region, delivers investment in transport schemes on behalf of GMCA, and owns the Metrolink network, which is currently operated by RATP Dev and MPT. From July 2017, KeolisAmey will take over the operation and maintenance of the network.

TfGM builds and manages bus stations and transport interchanges. However bus, tram and rail services are operated by commercial operators. TfGM provides travel planning and timetable information to passengers. It also promotes walking and cycling as safe and healthy choices.

As well as coordinating public transport, TfGM works with Highways England (who manage the motorways), and the ten Greater Manchester councils (who are responsible for the other local roads).

TfGM is committed to making travel easier by delivering, co-ordinating and maintaining an integrated transport network for the people and businesses of Greater

Manchester, working alongside the bus, tram and train operators who run the services.

Who oversees TfGM?

GMCA is made up of the leaders of the ten local authorities in Greater Manchester and the Interim Mayor. It co-ordinates economic development, regeneration and transport to support Greater Manchester's sustainable economic growth.

GMCA also funds other Greater Manchester-wide functions, including business support, tourism and marketing.

Governance

The Transport for Greater Manchester Committee (TfGMC) is made up of 33 councillors from across the ten local authorities in Greater Manchester. It advises GMCA on transport policy and funding and scrutinises the work of TfGM and the operators who provide public transport services.

On Thursday 4 May 2017, Greater Manchester will vote for its first directly elected Mayor. The elected mayor will have new powers over transport, housing and planning, fire and police services.

Funding

GMCA/TfGM receives the following revenue funding to provide for its expenditure. The table below shows the figures for the last financial year (2016/17) and the forthcoming one (2017/18):

	2016/17 (£ million)	2017/18 (£ million)
Total Levy	189.3	103.8*
Special rail grant	1.8	1.9
Funding from reserves	33.7	134.6
Other grants	11.0	10.5
Total revenue funding	235.8	250.8

*Total Levy in 2017/18 is net of an adjustment of £91.3 million, largely in relation to the reduction of the Transport Levy as a one off refund of GMCA reserves to the ten district councils.

Please note all figures are rounded.

GMCA has budgeted to spend £250.8 million in total in 2017/18 on transport activities, excluding capital investment.

Total Levy

GMCA receives funding from several areas. The largest part comes from a levy on the ten Greater Manchester local authorities via council tax. In total, this accounts for £103.8 million in 2017/18.

GMCA will therefore receive an average of £37.69 per person in Greater Manchester from the transport levy on council tax.

Special rail grant

The Department for Transport (DfT) provides a rail grant to TfGM, which is budgeted to be £1.9 million in 2017/18. This contributes towards the costs that TfGM incurs on rail activities.

Funding from reserves

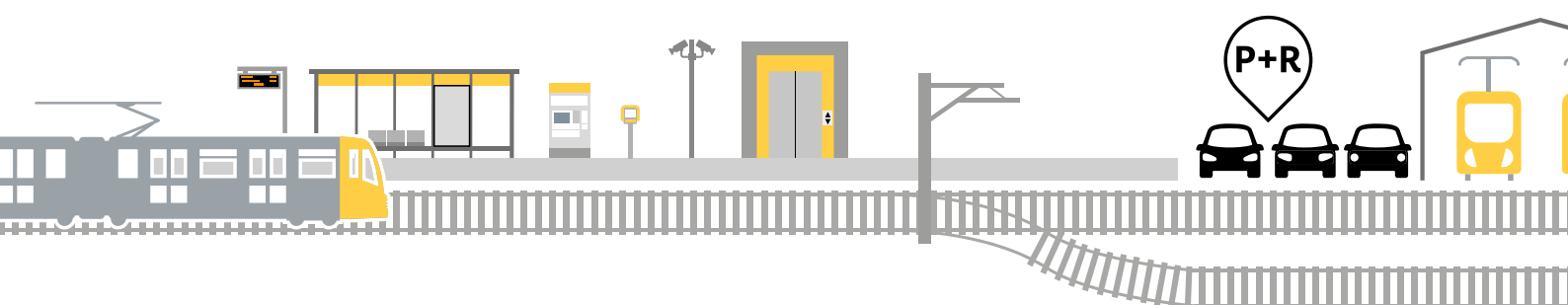
In addition, financial reserves and contributions from third parties will provide a further £134.6 million. As noted above, this includes £91.3 million, largely in relation to the reduction of the transport levy as a one-off refund of GMCA reserves to the ten district councils. This will subsequently be rebuilt by increasing the transport levy in future years.

GMCA has approved the use of £13.4 million of reserves in 2017/18 to fund activities in relation to Bus Reform and Rail Station Devolution.

The balance of funding from reserves is supporting further investment in transport activities, including through the Greater Manchester Transport Fund.

Other grants

GMCA and TfGM have been successful in securing capital and revenue funding from a number of sources. A total of £10.5 million of this revenue funding is budgeted to be spent in 2017/18. This includes funding for costs to support scheme development and feasibility work on known GMCA priorities, including the development of potential public transport, cycling and walking solutions that will support the city region's growth agenda.



What are the plans for 2017/2018?

GMCA and TfGMC are committed to delivering further improvements to Greater Manchester's transport system and services.

The key priority remains to **provide world class connections that support long-term, sustainable economic growth and access to opportunity for all**. This will help to support the economy and provide better access to employment, education, training and public services.

Further priorities include:

- Developing proposals for the devolution of transport powers that were agreed with the government, including options for Bus Reform and the management and operation of rail stations in Greater Manchester.
- A one-ticket smart solution for buses and trams across Greater Manchester – making travel easier for all – will become a reality in the year ahead.
- The completion of Greater Manchester's bus priority package. The transformation of Manchester city centre's Oxford Road in spring will deliver cross-city bus services, creating better access to healthcare, education, employment and retail facilities.
- Work to extend the UK's largest light rail system, Metrolink, will continue with construction of a new line to Trafford Park now underway.
- The completion and opening of Bolton Interchange, and construction to begin on the new Tameside (Ashton-under-Lyne) Interchange and Wigan Bus Station. All will feature modern facilities, offering a far better passenger experience.

- Working to secure the best possible solution for Greater Manchester from major rail projects such as High Speed 2 and Northern Powerhouse Rail.
- Working collaboratively with Highways England, continue to deliver significant highway improvement schemes across the Key Route Network within Greater Manchester.
- Improving transport on the Bolton – Salford corridor; focus on connecting communities and towns by providing easy and reliable access to employment, health, education and leisure opportunities through sustainable transport modes.
- Working with the ten Greater Manchester councils and other partners to implement the measures set out in the recently published Greater Manchester Low-Emission Strategy and Air Quality Action Plan, aiming to reduce emissions from transport, help protect the health and wellbeing of our communities and encourage sustainable travel including public transport, cycling and walking.

How will the money be spent in 2017/2018?

This table below shows the figures for the last financial year (2016/2017) and the following one (2017/2018):

	2016/17 (£ million)	2017/18 (£ million)
Concessionary support	66.1	65.7
Supported services	27.1	27.1
Accessible transport	4.9	4.9
Operational costs	47.8	61.1
Financing	89.9	91.9
Total expenditure	235.8	250.7

Please note all figures are rounded.

Concessionary support

TfGM funds the cost of concessionary fares including the English National Concessionary Travel Scheme and Local Concession schemes.

The current range of concessionary fares includes:

- Free off-peak bus, local rail and Metrolink travel for older people.
- Under 16s – half fare at all times on bus and Metrolink when using an iGo pass.
- Over 16s still in full-time education – half fare on bus, rail and Metrolink between home and school/college.
- Free off-peak travel for disabled people on bus, rail and Metrolink and half fare on bus, rail and Metrolink before 9.30am.
- Free travel for Concession Plus pass holders on bus, rail and Metrolink at all times.

Supported services

Buses are vital to the region's economy and society. More people travel in Greater Manchester by bus than by all other means of public transport put together, with over 206 million passenger journeys taking place by bus last year (Oct 15–Sept 16).

Around 80% of the bus network is operated commercially by private companies. The operators set the routes, frequencies, timetables, fares and quality standards for these services.

TfGM financially supports the remaining 20% of bus services which are socially necessary, but are not deemed commercially viable by bus companies. Approximately £27.1 million is budgeted to pay for these services.

Accessible transport

TfGM funds Ring and Ride – a door-to-door accessible transport service for people who find it difficult to use ordinary public transport.

TfGM also provides travel vouchers for those not able to use ordinary buses, trains or Metrolink and who have

serious walking difficulties or are registered blind. They can be used to pay for taxis, private hire vehicles and for travel on accessible bus services such as Ring and Ride and community transport.

Operational costs

For 2017/2018 the amount of money spent on operations is budgeted to be £61.1 million. This covers the costs of:

- Bus station operations
- Travelshops
- Safety and security
- Bus shelters
- Traffic signals, maintenance and operation
- Passenger information
- Consultation, diversity and social inclusion
- Support costs

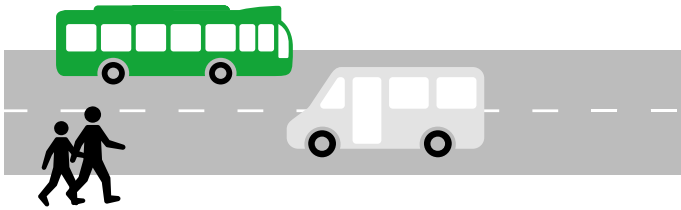
As noted above, TfGM is incurring expenditure on Devolution-related activities and on scheme development and feasibility work on known GMCA priorities. This work accounts for the year-on-year increase in costs and is fully funded from sources other than the Transport Levy, including reserves and grant funding.

Financing

Finance costs includes, the cost of borrowings (repayments and interest) undertaken to deliver the major transport capital programmes for Greater Manchester. This includes the costs of funding historic infrastructure developments and schemes funded through the Greater Manchester Transport Fund.

The current level of transport investment across Greater Manchester is unprecedented, and represents the largest public transport investment programme outside London.

Summary of TfGM's key achievements in 2016/2017



Bus

- In April 2016, the North West's first guided busway opened between Leigh and Ellenbrook. The 4.5 mile busway is an integral part of the bus priority package which will see improvements made to over 25 miles of Greater Manchester's bus network.
- Funded 633 bus services, covering 10.2 million miles that wouldn't otherwise have run; this includes schools, but excludes door-to-door transport (Local Link).
- Carried over 1.7 million passengers on free city centre Metroshuttle buses in Manchester, Bolton and Stockport.
- Introduced Next Stop Technology on Manchester Metroshuttle services.

Metrolink

- Metrolink's Second City Crossing opened to passengers in February 2017, meaning more services than ever before will run through Manchester city centre while providing customers with a more reliable and flexible commute.



- The re-opening of a new look St. Peter's Square stop after a 14 month transformation forms a key focal point in Manchester City Council's flagship redevelopment of the area as a major new civic space.
- Metrolink's fleet grew to its largest ever size as Tram 120 went into service at the end of October 2016.
- Early in 2017, TfGM announced a new Metrolink operator, KeolisAmey, as well as starting work on a new £350 million line out to Trafford Park.



Rail

- Through Rail North we have specified and launched two new rail franchises that will in the next four years introduce brand new trains, new Greater Manchester journey opportunities and provide a significant uplift in passenger capacity.
- Assisted Network Rail and train operators with passenger information and alternative travel options as the Greater Manchester rail network is being enhanced through projects such as the Ordsall Chord.
- A £2.5m investment programme has been initiated that will see safety, security and information systems improved at a number of Greater Manchester rail stations in 2017/18.

Cycle

- Launch of six new Greater Manchester cycleways marked the completion of the first phase of TfGM's ambitious £42 million Cycle City investment programme:

Airport City Cycleway: connecting Timperley and Manchester Airport.

Ashton Canal Cycleway: canal-side route from Ashton-under-Lyne to Manchester city centre.

Bridgewater Way: canal-side route linking Altrincham, Trafford Park and Manchester city centre.

Broughton Cycleway: linking residential areas in Broughton to Manchester city centre.

Mersey Valley and Stockport Cycleway: connecting Stockport town centre with Cheadle and East Didsbury.

Wilmslow Road Cycleway: connecting Didsbury village and Whitworth Park.

- Improvements to cycle parking, cycle routes and ongoing cycle training and support for 21 Greater Manchester schools and colleges thanks to the Cycle Schools and Colleges Project.
- More than 3,300 people have benefited from free adult bike training sessions.

General

- The **get me there** mobile ticketing app celebrated its first anniversary in December passing the 500,000 sales mark.
- We have published the Greater Manchester Low-Emission Strategy and Air Quality Action Plan. Collectively, they set out the actions and policies required to meet demanding environmental targets that will ensure the continued economic growth of Greater Manchester does not come hand-in-hand with a rise in air pollution and carbon emissions.



Did you know that TfGM...

- Operates and maintains **24** bus stations and interchanges as well as **16** Travelshops and **20** Cycle Hubs.
- Is responsible for over **12,000** bus stops, **4,430** bus shelters and updates timetable information at these locations to make sure it is accurate.
- Operates and maintains **2,400** sets of traffic signals including **973** sets of pedestrian crossing signals and **79** traffic cameras.
- Maintains and operates **50** Variable Message Signs at the roadside that give real-time travel information to motorists in Greater Manchester.
- Saw **37 million** passenger journeys made on the Metrolink network, surpassing the previous annual patronage record of 33.3 million in 2015.
- Provides a free Wi-Fi service on all Metrolink trams. More than 400,000 people have signed-up to use the service which now accounts for around 5 million separate sessions.

Further information

GMCA and the TfGM Committee meet regularly in public. Detailed information on the 2017/18 budget and associated transport matters can be found online at: www.greatermanchester-ca.gov.uk

Alternatively, for any additional information, please write to:

Head of Paid Service GMCA
PO Box 532
Town Hall
Albert Square
Manchester
M60 2LA

Passenger enquiries and information

TfGM is committed to making travel easier by providing people with travel information and advice using the most appropriate channels.

Further information on the work of TfGM, and comprehensive local travel information, can be found at www.tfgm.com

For public transport information please call **0161 244 1000**, between 7am to 8pm, Monday to Friday, 8am to 8pm Saturday and Sunday.

Commenting on Transport for Greater Manchester's services

Email: customer.relations@tfgm.com

Customer Contact Centre: **0161 244 1000** between 7am to 8pm, Monday to Friday, 8am to 8pm Saturday and Sunday.

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