
MEETING: EXECUTIVE

DATE: 3 DECEMBER 2008

SUBJECT: REVISED TRANSPORT INNOVATION FUND PROPOSAL

REPORT FROM: THE LEADER

CONTACT OFFICER: JAYNE HAMMOND, DIRECTOR OF LEGAL AND
DEMOCRATIC SERVICES
GRAHAM ATKINSON, EXECUTIVE DIRECTOR,
ENVIRONMENT AND DEVELOPMENT SERVICES

TYPE OF DECISION: EXECUTIVE (KEY DECISION)

**FREEDOM OF INFORMATION/
STATUS:** (This paper is within the public domain)

SUMMARY:

The report provides the Executive with details of the progress made on the Transport Innovation Fund Bid process.

OPTIONS AND RECOMMENDED OPTION (with reasons):

That Executive : -

1. Notes the progress and the amended content of the Transport Innovation Fund Package.
2. Notes that the final decision on whether to support the Transport Innovation Fund proposals or not be made by the Council at it's meeting following the outcome of the public referendum.

IMPLICATIONS -

**Corporate Aims/Policy
Framework:**

Do the proposals accord with the Policy
Framework? Yes No

Effective transport is a key requirement if the Council is to achieve its Community Strategy and Local Area Agreement aims.

In terms of transport policy, the Council is working towards the Greater Manchester Local Transport Plan key themes:

- Promoting a dynamic economy
- Enhancing the regional centre
- Promoting culture, sport and tourism
- Improving connectivity
- Raising levels of education and skills
- Creating sustainable communities
- Reducing crime
- Improving health and healthcare services

Transport Innovation funding would help us to achieve these aims faster than would otherwise be possible.

Financial Implications and Risk Considerations

Support to progress the Transport Innovation Fund (TIF) within the Council is currently from existing staff resources. The consultation process has been funded through a TIF advance from Government. Costs associated with the referendum have been included in the updated Medium Term Financial Strategy.

Statement by Director of Finance and E-Government:

As above

Statement of the Monitoring Officer

The Council is entitled to hold/participate in a referendum/poll to obtain information which is necessary to help inform any decision. However, whilst the Council cannot fetter its decision making based on the outcome of the referendum as it has to exercise its discretion on a reasonable and proper basis, it may carefully listen to the views of the electorate and must take these into account.

Legal Implications:

The Council can legally participate in a referendum/poll to inform any decision it may take in respect of transport, under Section 116 of the Transport Act. It is important that the Council fully understands both the benefits and disadvantages of the TIF bid to the people of Bury, including the Council, which delivers services across the Borough in order that it is in a position to make a decision in relation to the Council's position.

Equality/Diversity implications

Yes No

Staffing/ICT/Property:

Wards Affected: All

Scrutiny Interest: Economy, Environment and Transport

TRACKING/PROCESS

DIRECTOR: DIRECTOR OF LEGAL AND DEMOCRATIC SERVICES AND DIRECTOR OF ENVIRONMENT AND DEVELOPMENT SERVICES

Chief Executive/ Management Board	Executive Member/ Chair	Ward Members	Partners
Scrutiny Commission	Executive	Committee	Council
	11.07.08 24.09.08		

1. INTRODUCTION

- 1.1 In July 2002, the Government and Local Government Association (LGA) agreed a set of shared priorities for local government. These priorities, which include meeting local transport needs more effectively, provide a focus for the efforts of Government and Councils in improving public services.
- 1.2 The shared priority for transport includes improving accessibility and public transport and reducing the problems of congestion, pollution and safety. A number of other quality of life issues also relate to transport.
- 1.3 The Department for Transport made clear in its latest 'Guidance for Local Transport Plans' that it would be looking for evidence that the aim of delivering the shared priorities sits at the heart of local transport strategies, and that delivery would be monitored by the use of robust targets.
- 1.4 In 'The Future of Transport' White Paper, which was published in 2004, the Government also announced the establishment of a new Transport Innovation Fund (TIF), of approximately £2.5b, which would be additional to the established Local Transport Plan fund, and would be available to support innovative and coherent transport proposals.

2. GREATER MANCHESTER LOCAL TRANSPORT PLAN

- 2.1 In 1999, the Department for Transport issued guidance on the requirement for all Highways and Public Transport Authorities to produce a Local Transport Plan, in which they were expected to set out their transport strategy and bid for funding to be spent over a five year period.
- 2.2 Following the success of the first LTP, which covered the period 2001/02 to 2005/06, the government continue the process and requested the submission of a second LTP to cover the period 2006/07 to 2010/11.

- 2.3 The Greater Manchester Local Transport Plan 2, which was submitted to the government in 2005, was produced by a partnership of the ten Greater Manchester Councils and the Greater Manchester Passenger Transport Authority. This is the largest partnership to produce a joint plan in the UK.
- 2.4 In December 2005, the Department for Transport approved the second Greater Manchester Local Transport Plan.
- 2.5 The plan, which underpins the 15 year Greater Manchester Integrated Transport Strategy, outlines the approach to be taken by the authorities towards transport planning and investment for the period 2006/07 to 2010/11. It is focused on developing the economy whilst protecting the environment around Greater Manchester.
- 2.6 The plan, which sets out the problems, issues and desired outcomes relating to the shared priorities for transport, also identifies a five-year delivery programme and sets out specific targets that need to be achieved.

3. THE LOCAL TRANSPORT PLAN PROGRESS REPORT

- 3.1 In addition to the production of the Local Transport Plan itself, government guidance also indicated the need to produce bi-annual progress reports on the Local Transport Plan, the first being required in December 2008.
- 3.2 Within this document the Greater Manchester Authorities will be setting out details of current projects that aim to deliver the 'Shared Priorities', details of the progress made in delivering the specific targets and details of anticipated future progress for the remaining period of the plan.

4. TRANSPORT INNOVATION FUND (TIF)

- 4.1 Irrespective of good progress being made in tackling the 'Shared Priorities' through the Local Transport Plan, a 'step change' in investment is considered to be needed if the desired outcome of continued economic growth and an improved environment are to be achieved in Greater Manchester.
- 4.2 The opportunity for such investment is currently available from the Government through the TIF process.
- 4.3 In 9 June 2008, the Secretary of State for Transport approved the bid in principle subject to further consideration.
- 4.4 On the 27 July the Council together with other Greater Manchester Authorities approved the submission of a Transport Innovation Fund bid to the Department of Transport for a £2.8 billion package of transport measures.
- 4.5 As part of this process the authorities made clear that TIF would only progress if it could be demonstrated that the measures continue to meet the AGMA tests:-
 - There must be significant investment in public transport improvements including Metrolink and enhanced capacity must be in place prior to introducing a charging scheme;

- Measures must complement the competitiveness and inclusion priorities of the sub-region and, not undermine the competitiveness of the regional centre or the town centres in the area;
- Measures must be accepted, not only by the public but by the business community;
- Measures must be relevant to where congestion exists or where it may emerge in the future notwithstanding the advent of public transport improvements.

4.6 Across Greater Manchester the TIF proposals include:-

- An expanded, reliable and accessible bus network
- New lines to the Metrolink network including park and ride facilities.
- A major expansion of capacity on local trains through additional carriages
- Improvements to railway stations including park and ride facilities
- Real time information displays at all major bus and rail stations and integrated ticketing arrangements
- A fleet of new yellow school buses
- Improved facilities for pedestrians and cyclists
- A limited peak time congestion charging scheme operational from Summer 2013

4.7 On the 7 July 2008, a consultation process commenced across Greater Manchester, which is being co-ordinated by the GMPTE on behalf of the Greater Manchester Authorities. The consultation exercise had a number of elements:

- Providing information and the opportunity for people to respond via a consultation brochure and information pack and a website, plus a telephone helpline and raising queries.
- Providing information and receiving open responses via exhibitions.
- Providing information and receiving open responses via engagement with businesses and other stakeholders.
- Opinion research to inform the decision-making on TIF – via polling and deliberative events.
- Open responses from the public, businesses and other stakeholders to provide additional data to assist with the decision-making.
- Communications and publicity activity to promote awareness of the information available and to promote participation in the consultation.

In addition to the consultation exercise, the Greater Manchester Authorities took a decision, to hold a public referendum, which will be used to determine the future of the TIF bid and investment. An all postal ballot on the proposals is being held across Greater Manchester. Ballot papers have been sent out with a closing date of 11 December 2008.

4.8 Details of the amendments to the TIF Package agreed at the AGMA Executive Board on the 31 October, together with continued publicity on the TIF proposal have been provided to the public through a range of media and publicity outlets up to 23 November 2008, which was the last date such information could be released before the commencement of the referendum.

4.9 In terms of benefits and measures that will affect residents and businesses from Bury they include:

- Agreement to set aside £25m from the LTP for reducing congestion between Ramsbottom and Bury, possibly utilising the East Lancashire Railway and the potential for the extension of this railway via Heywood and Castleton;
- The position of Simister Village to be inside the outer ring of the boundary proposals;
- Further enhancements to the Yellow School Bus scheme including provision for a further 60 vehicles across GM;
- Improvements for cyclists with routes planned for Bury to include:
 - A56 Bury New Road-Whitefield to the City Centre;
 - A665 Cheetham Hill Road-Whitefield to the City Centre
 - Upgraded route between Outwood and Rainsough through Clifton Country Park;
 - A new link crossing the M60 between Besses o'th Barn and Heaton Park – providing safer cycling routes away from main roads.
- Agreement to the maximum charge being no more than the cost of a single crossing in one charging period *ie* no repeat charges in any charging period;
- A funding plan of £50m (across GM) to be available to implement outcomes from a Travel Behavioural Change programme which will include cycling;
- The approval of a low paid worker discount of 20% on public transport fares during peak periods;
- 100% discount relating to medical appointments, Blue Badge holders, motor cycles, licensed Hackney carriages and private hire taxis, emergency vehicles and registered recovery vehicles.
- Agreement to the deferral of charges for HGV (over 3.5 tonnes) for 12 months pending the outcome of a study on actual performance of the freight sector and their contribution to reducing congestion;
- To undertake further work on producing additional bus network proposals for local consultation.

5 RECOMMENDATIONS

That the Executive:

1. Notes the progress and the amended content of the Transport Innovation Fund Package;
2. Notes that the final decision on whether or not to support the Transport Innovation Fund proposals be made by the Council, following the outcome of the public referendum.

Contact Details:-

Jayne Hammond, Director of Legal and Democratic Services.
 Telephone Number: 0161 253 5002. Email: j.m.hammond@bury.gov.uk
