



Title **Transport for Greater Manchester**

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1 Background

- 1.1 Transport for Greater Manchester (TfGM) is the public body responsible for co-ordinating transport services across Greater Manchester. It was formed in 1969 as the SELNEC Passenger Transport Executive before becoming the Greater Manchester Passenger Transport Executive (GMPTE) in 1974. In 2011, and following a reform of local government which granted more devolved powers, it became Transport for Greater Manchester.
- 1.2 TfGM is responsible for delivering the transport policies set by the Greater Manchester Mayor, the Greater Manchester Transport Committee (GMTC), the Greater Manchester Combined Authority (GMCA) and the 10 Councils. Decisions made by GMCA and GMTC are implemented by TfGM to improve transport services and facilities in Greater Manchester.

2 What TfGM does

- 2.1 TfGM delivers the transport policies set by the Greater Manchester Mayor and the Greater Manchester Combined Authority. It is responsible for investing public money into improving transport services and facilities, to support the regional economy.
- Coordinates and delivers Greater Manchester’s Local Transport Plan on behalf of the GMCA and the 10 local authorities;
 - Works closely with bus, tram and train operators to help improve the full journey experience on behalf of Greater Manchester residents;

- Owns Metrolink – the UK’s largest light rail network which now sees more than 44 million passenger journeys a year – and holds operator KeolisAmey Metrolink (KAM) to account as well as planning for its future, including the new Trafford Park line;
- Promotes and invests in walking and cycling as safe, healthy and sustainable ways to travel and oversee the delivery of the Mayor’s Challenge Fund;
- Pays for bus services at times and in areas where no commercial bus services are provided;
- Keeps traffic flowing on some of Greater Manchester’s busiest roads by managing a 650km ‘Key Route Network’;
- Owns Greater Manchester’s bus stations, stops and shelters and invests in new, modern transport interchanges;
- Subsidises more affordable fares to help older people, job seekers, children and disabled people get around;
- Develops easier, smarter ways to travel and plan journeys by using data and technology;
- Plays a leading role in coordinating Greater Manchester’s plans to reduce transport-related air pollution; and works with local authorities to deliver capital schemes including the Greater Manchester Growth deal, the Cycle City Ambition Grant and the Mayor’s Challenge Fund.

3 The year ahead 19/20

- 3.1 **Contactless:** TfGM will be introducing contactless payment and a daily cap on fares on Metrolink on 15 July 2019, allowing passengers to quickly and easily pay for their journeys with their bank card, or other payment enabled device such as phones and watches,
- 3.2 **Our Pass:** Announced in spring 2019 and launched on 01 July, Our Pass will give 16 to 18-year-olds free bus travel across the city-region, as well as complementary opportunities to enable young people to access education, explore the city-region and encourage them to become regular users of Greater Manchester's bus network.
- 3.3 **Wayfinding:** Over summer 2019 TfGM will be helping people find their way around Manchester city centre with 29 new wayfinding signs

between Piccadilly and Victoria stations. They will provide a clear route between the stations as well as highlighting important shopping and cultural destinations.

- 3.4 **City Centre Transport Strategy:** TfGM are developing the City Centre Transport Strategy with Manchester and Salford City Councils. It will provide a 20 year framework for the investment and management of the cities' streets and transport networks.
- 3.5 A formal consultation will be held towards the end of summer 2019, which will gather feedback on the draft strategy and potential projects. It is then anticipated that the full strategy will be published next year.
- 3.6 **Trafford Park Line:** The latest addition to the Metrolink network is due to open in spring 2020. When it is complete it will add 5.5km and six stops to the system and connect Metrolink to the intu Trafford Centre and Trafford Park, Europe's largest industrial park. This will mean more people will be able to use the tram to get around Greater Manchester, which means less pollution and less congestion.
- 3.7 **Delivery of new trams:** From spring 2020 the first new trams will begin running on the network, providing more capacity and enabling even more people to use Metrolink to get around the city-region. The other trams will be delivered on a monthly basis, through to summer 2021, ultimately providing 15% more capacity on the network.
- 3.8 **Local full fibre network:** Greater Manchester will be procuring full fibre coverage for public sector organisations across the city-region, including TfGM. This will include assets like traffic signals, pedestrian crossings, message signs and CCTV. Full fibre connection will enable dynamic management of the network and faster response times to incidents and traffic management, as well as opening opportunities for future innovation.
- 3.9 **Buses:** The Bus Services Act (2017) gave Mayoral authorities like Greater Manchester powers to reform their bus markets. On behalf of the GMCA, TfGM has been preparing an assessment of a proposed franchising scheme, and has considered other options, such as partnerships.
- 3.10 The assessment has been completed and was passed to the GMCA. The GMCA (as per The Act) voted to proceed to the next step and has instructed that an independent auditor be appointed to prepare a report on the assessment. When the report is complete, the GMCA would then review the assessment and the audit and decide whether to undertake a public consultation. Once the public consultation is complete the GMCA

would then publish a report with its responses to the consultation. The Mayor, acting on behalf of the GMCA, would then decide whether to implement the proposed franchising scheme.