

# T&S

## GMPTE Trends and Statistics 2001/2002



GMPTE



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# Introduction

This is the tenth edition of GMPTe Trends and Statistics and covers the 1985-86 to 2001-02 financial years.

The document brings together principal statistics relating to GMPTe activity, public transport in Greater Manchester and a record of the main events affecting public transport, the Authority and GMPTe.

The main trends in 2001-02 were:

- an increase in bus patronage for the second year running
- continued increase in Metrolink patronage
- stability in local rail patronage

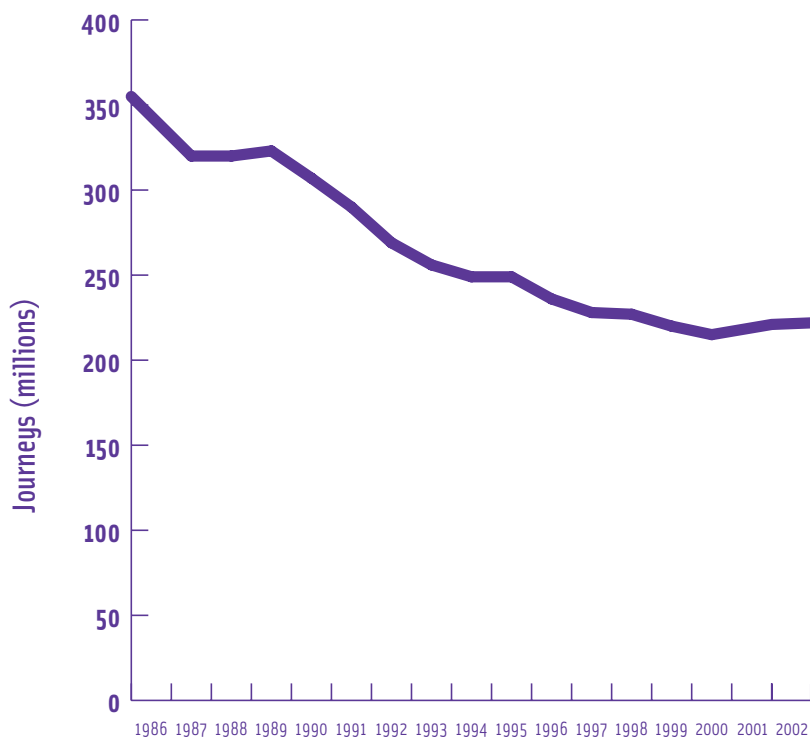


T. H. Tristram

Director of Monitoring and Corporate Services

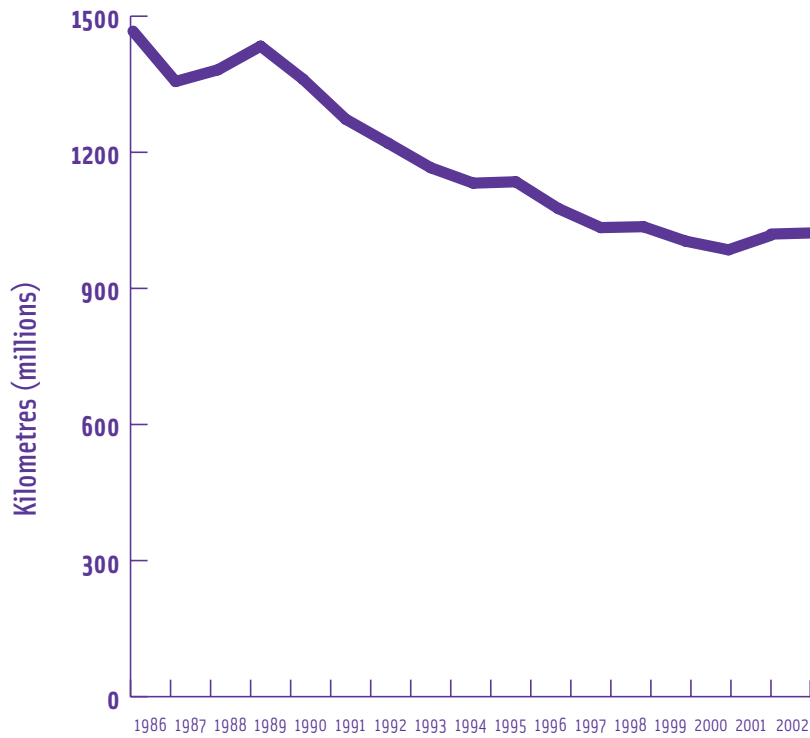
# Bus Passenger Journeys

YEAR ENDING 31 MARCH	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
journeys (millions)	355	320	320	323	307	290	269	256	249	249	236	228	227	220	215	221	223
INDEX (1987=100)	111	100	100	101	96	91	84	80	78	78	74	71	71	69	67	69	70



# Bus Passenger Kilometres

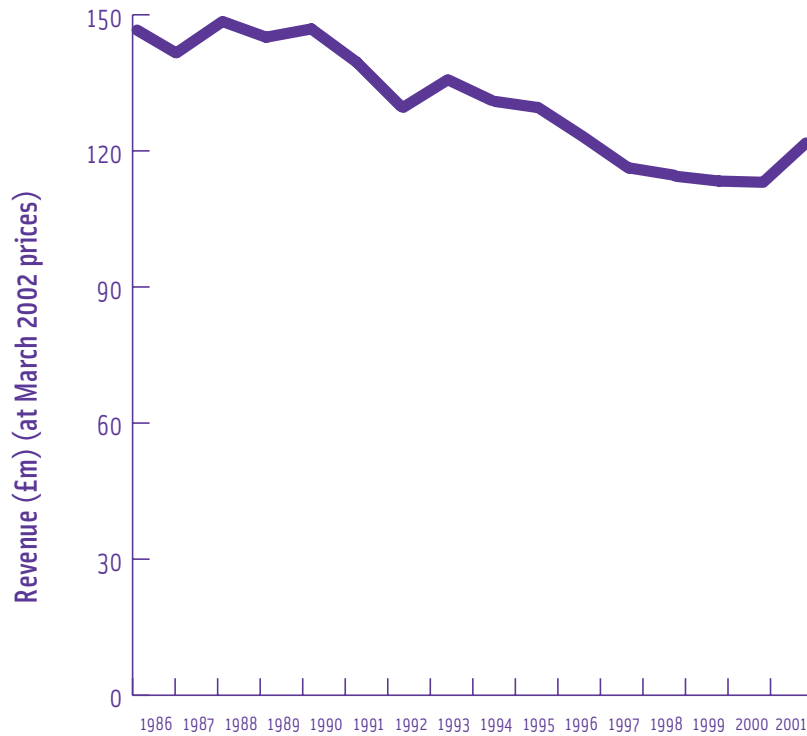
YEAR ENDING 31 MARCH	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
KILOMETRES (MILLIONS)	1,467	1,356	1,382	1,434	1,361	1,273	1,220	1,166	1,132	1,135	1,076	1,034	1,036	1,004	985	1,017	1,018
INDEX (1987=100)	108	100	102	106	100	94	90	86	83	84	79	76	76	74	73	75	75



Data Source: CPS Reports

# Bus Passenger Revenue

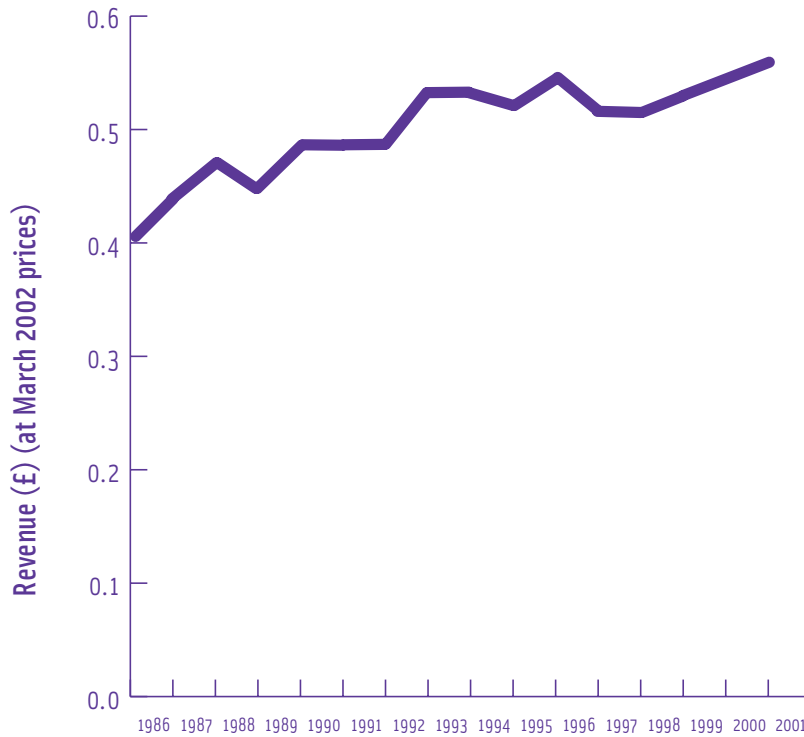
YEAR ENDING 31 OCTOBER	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
REVENUE (£M)	81.3	81.2	89.4	93.8	102.7	105.6	101.7	109.3	107.7	109.1	107.6	103.8	106.2	107.6	110.4	119.1
AT MARCH 2002 PRICES (£M)	146.9	140.8	149.9	145.8	147.6	140.2	129.8	136.9	131.9	129.1	123.9	116.6	115.2	114.4	114.4	120.7





# Revenue per Passenger

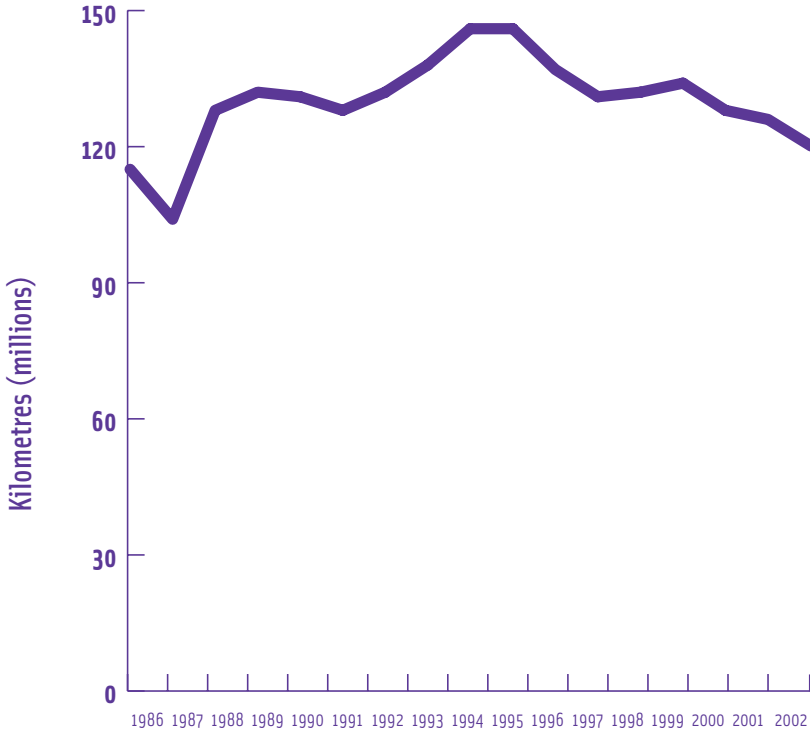
YEAR ENDING 31 OCTOBER	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
REVENUE (£)	0.23	0.25	0.28	0.29	0.33	0.36	0.38	0.43	0.43	0.44	0.46	0.46	0.47	0.49	0.51	0.53
AT MARCH 2002 PRICES (£)	0.41	0.44	0.47	0.45	0.48	0.48	0.48	0.53	0.53	0.52	0.53	0.51	0.51	0.52	0.53	0.54



Data Source: CPS and GMPTE pre-paid ticket revenue database

# Bus Vehicle Kilometres

YEAR ENDING 31 MARCH	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
KILOMETRES (MILLIONS)	115	104	128	132	131	128	132	138	146	146	137	131	132	134	128	126	125
INDEX (1987=100)	111	100	123	127	126	123	127	133	140	141	132	126	127	129	123	122	120



Data Source: GMPT Bus Registration Database

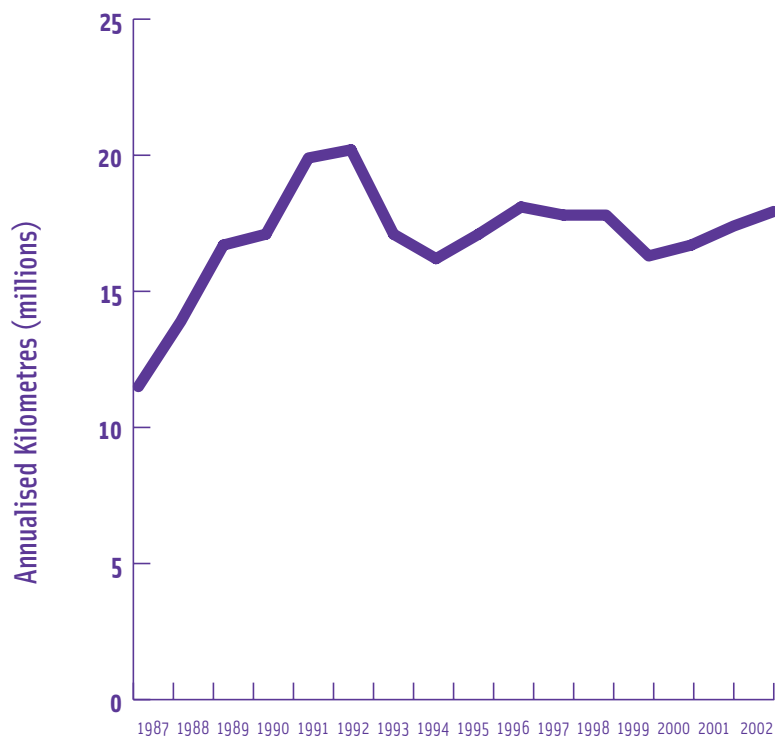
# Annualised Vehicle Kilometres by Operator (31/03/02)

OPERATOR	KILOMETRES (000's)		
	COMMERCIAL	SUBSIDISED	TOTAL
FIRST MANCHESTER	43,985	5,967	49,955
STAGECOACH MANCHESTER	29,457	3,301	32,757
ARRIVA MANCHESTER	3,529	2,280	5,809
ROSSENDALE TRANSPORT	1,796	1,369	3,165
BLUE BUS	2,294	553	2,847
LANCASHIRE UNITED	2,187	207	2,394
FINGLANDS	2,306	38	2,343
SOUTH LANCS TRAVEL	817	1,264	2,082
BLUEBIRD BUS & COACH	832	1,148	1,980
FIRST ROCHDALE	1,244	707	1,951
MAYNE	1,255	635	1,890
J P TRAVEL	692	1,164	1,856
DENNIS'S COACHES	1,721	77	1,798
UK NORTH	1,295	438	1,733
FIRST PENNINE	1,430	233	1,664
R BULLOCK BUSES	913	628	1,541
STAGECOACH NORTHWEST	1,040	9	1,049
VALE OF MANCHESTER	0	871	871
BURNLEY & PENDLE TRAVEL LTD	783	0	783
ARRIVA NORTH WEST	705	32	737

Data Source: GMPTe Bus Registration Database

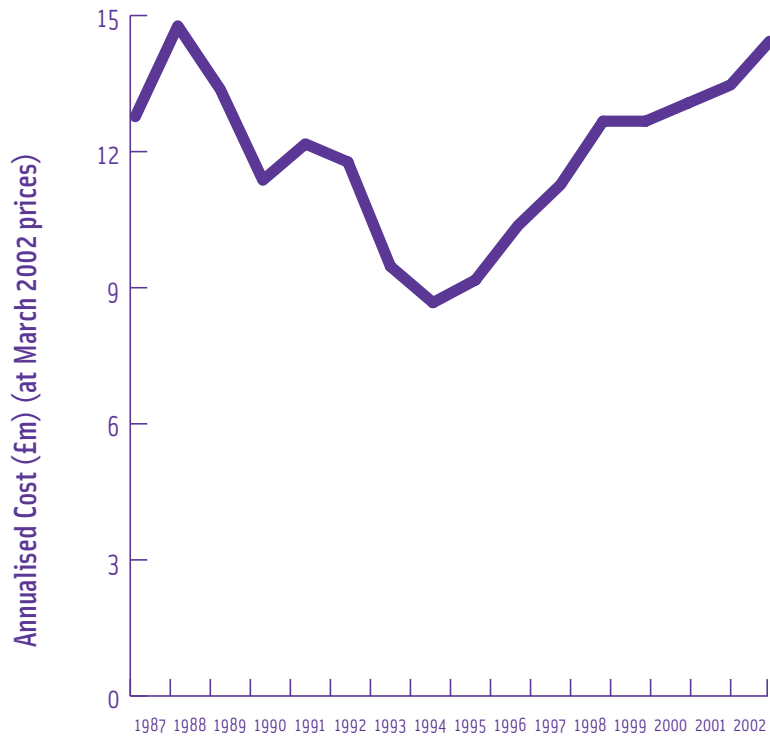
# Supported Bus Services (kilometres)

YEAR ENDING 31 MARCH	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
ANNUALISED KM (MILLIONS)	11.5	13.9	16.7	17.1	19.9	20.2	17.1	16.2	17.1	18.1	17.8	17.8	16.3	16.7	17.4	17.8
INDEX (1987=100)	100	121	144	149	172	175	149	140	149	157	154	154	142	144	151	154



# Supported Bus Services (cost)

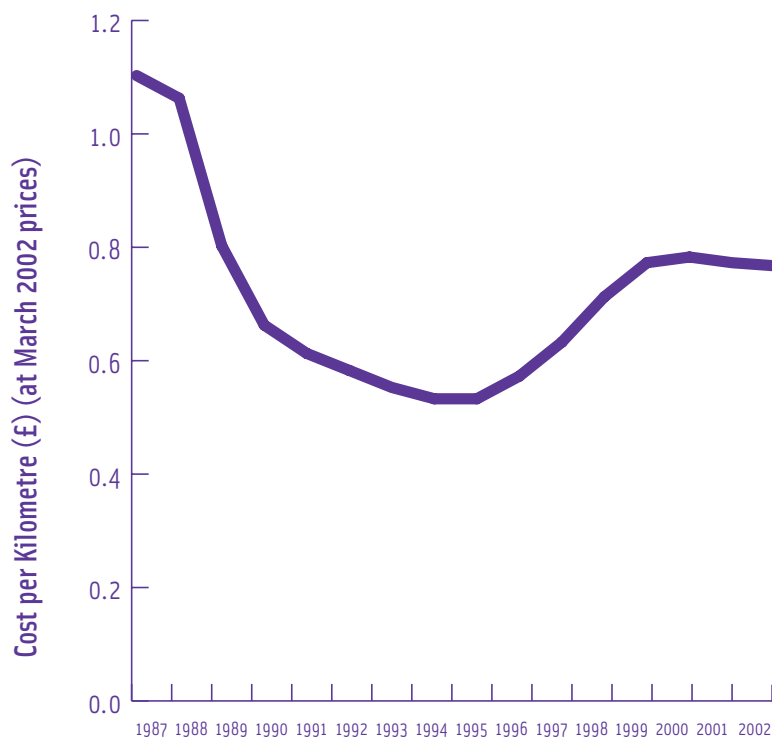
YEAR ENDING 31 MARCH	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
ANNUALISED COST (£M)	7.4	8.9	8.7	8	9.2	9.3	7.6	7.1	7.8	9.1	10.1	11.8	12	12.7	13.4	14.7
AT MARCH 2002 PRICES (£M)	12.8	14.9	13.5	11.5	12.2	11.9	9.5	8.7	9.2	10.5	11.3	12.8	12.8	13.2	13.6	14.7



Data Source: GMPTE's Contract Database

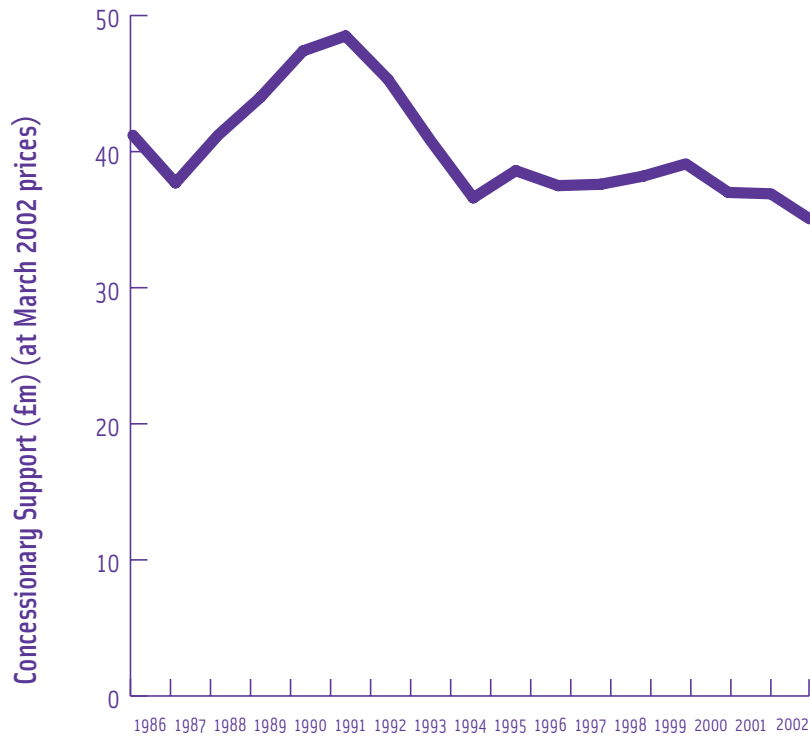
# Supported Bus Services (cost per km)

YEAR ENDING 31 MARCH	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
COST PER KILOMETRE (£)	0.64	0.64	0.52	0.47	0.46	0.46	0.44	0.44	0.46	0.5	0.57	0.66	0.73	0.76	0.77	0.77
AT MARCH 2002 PRICES (£)	1.11	1.07	0.81	0.67	0.62	0.59	0.56	0.54	0.54	0.58	0.64	0.72	0.78	0.79	0.78	0.77



# Concessionary Support

YEAR ENDING 31 MARCH	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
CONCESSIONARY SUPPORT (£M)	23.3	22	24.9	28.7	33.4	37	36	33	30.3	33.1	33	33.9	35.7	37.3	36.2	36.9	35.7
AT MARCH 2002 PRICES (£)	42.1	38.2	41.7	44.6	48	49.1	46	41.3	37.1	39.2	38	38.1	38.7	39.7	37.5	37.4	35.7

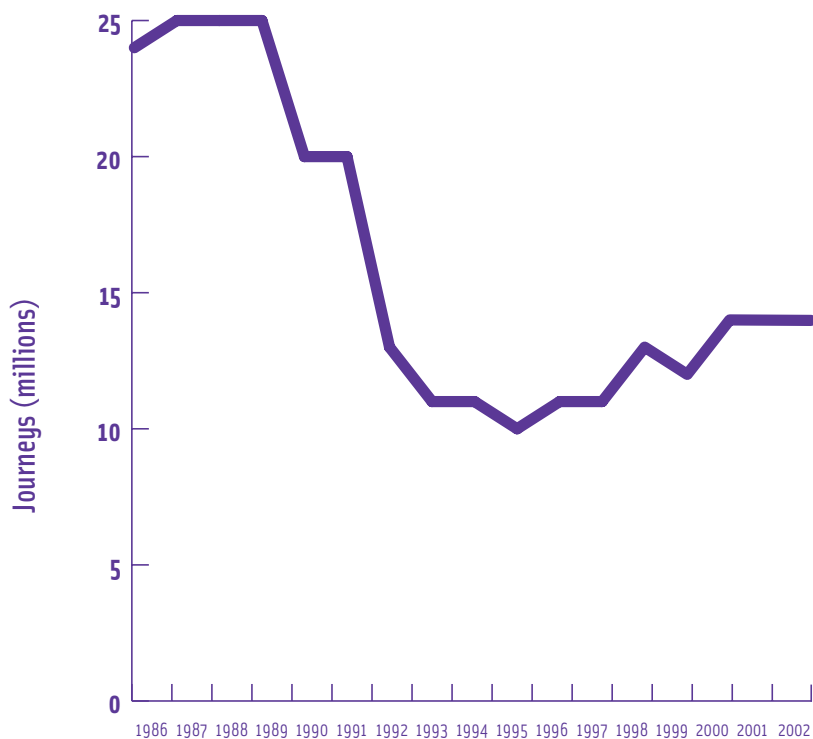


Data Source: GMPTE's Final Accounts

# Passenger Journeys on Local Train Services supported by GMPTE

YEAR ENDING 31 MARCH	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
JOURNEYS (MILLIONS)	24	25	25	25	20	20	13	11	11	10	11	11	13	12	14	14	14
INDEX (1987=100)	96	100	100	100	80	80	52	44	44	40	44	44	52	48	56	56	56

In 1991 the Bury and Altrincham lines ceased to operate as local railways and re-opened as part of the Metrolink network in 1992.



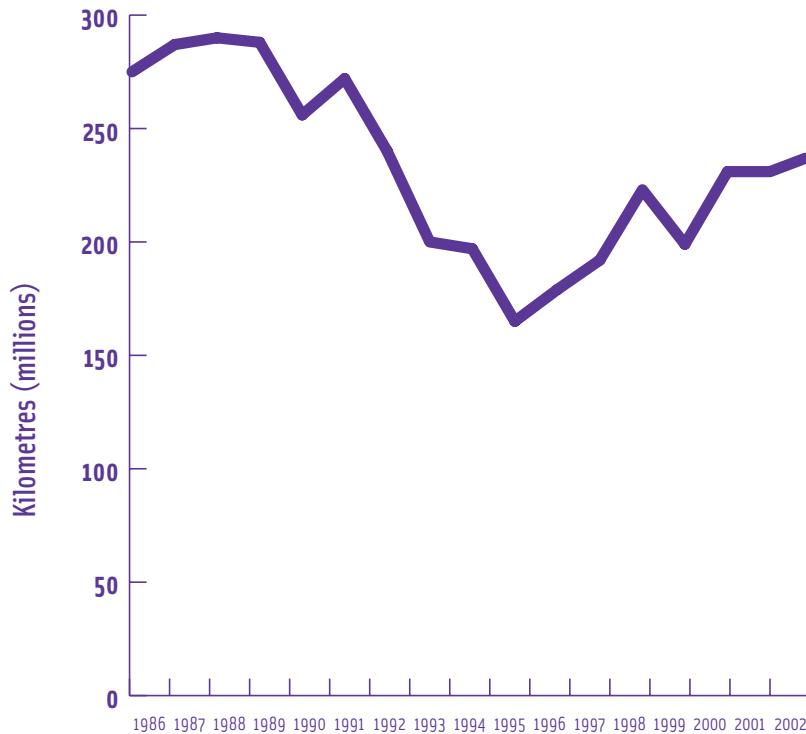
Data Source: Estimates based on Greater Manchester Transportation Unit's boarding survey



# Passenger Kilometres on Local Train Services supported by GMPTE

YEAR ENDING 31 MARCH	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
KILOMETRES (MILLIONS)	275	287	290	288	256	272	240	200	197	165	179	192	223	199	231	231	242
INDEX (1987=100)	96	100	101	101	89	95	84	70	69	58	63	67	78	69	80	80	84

In 1991 the Bury and Altrincham lines ceased to operate as local railways and re-opened as part of the Metrolink network in 1992.

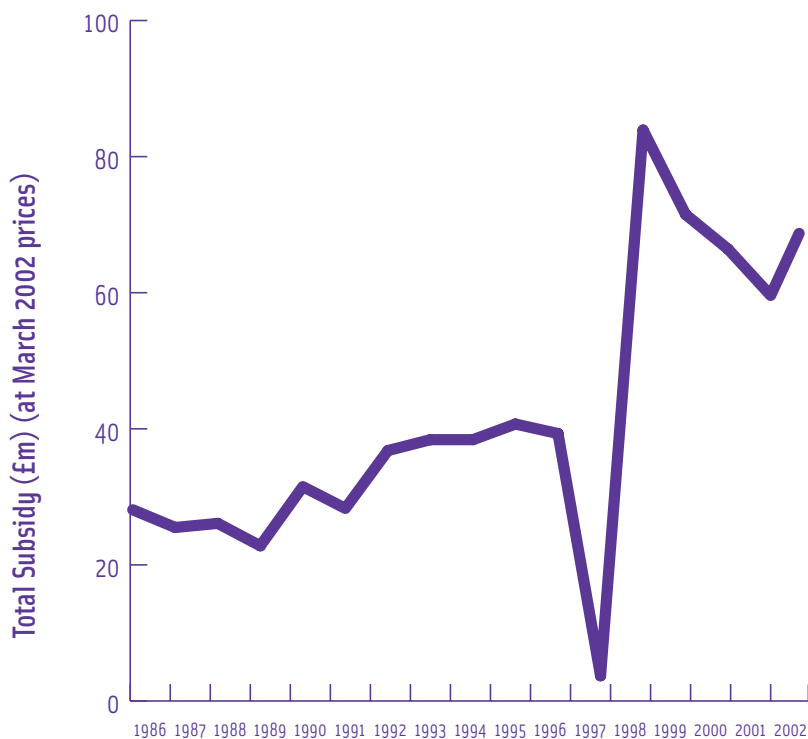


Data Source: Estimates based on Greater Manchester Transportation Unit's boarding survey

# Annual Support for Local Train Service

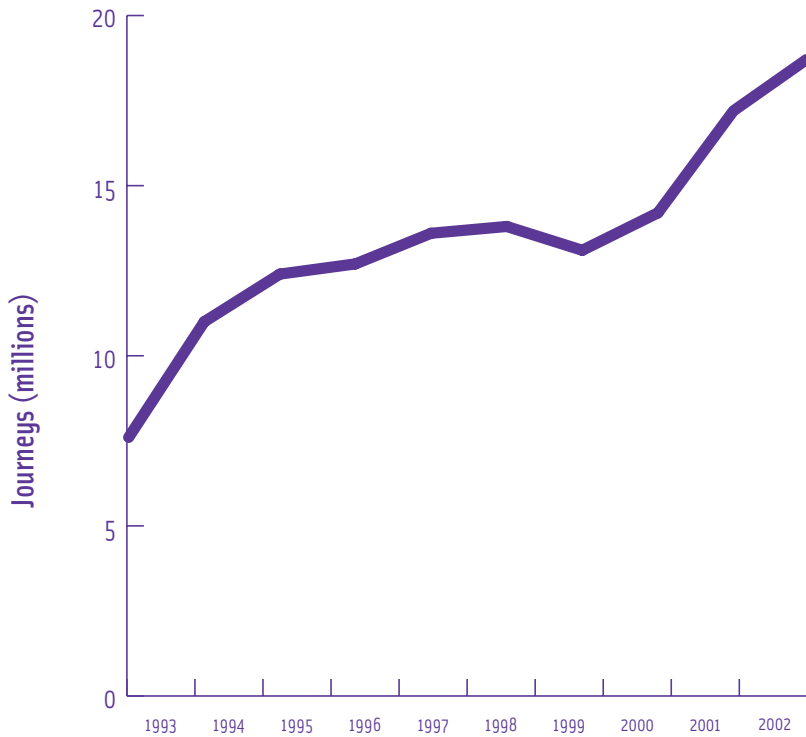
YEAR ENDING 31 MARCH	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
TOTAL SUBSIDY (£M)	15.9	14.9	15.8	14.9	22.2	21.6	29.2	31.1	31.8	34.9	34.6	3.3	78.3	68.1	64.9	59.6	69.9
AT MARCH 2002 PRICES	28.7	25.8	26.5	23.2	31.9	28.7	37.3	39	38.9	41.3	39.9	3.7	85	72.4	67.3	60.4	69.9

In 1997 GMPTe did not fund local rail services. From 1998 the method of funding was changed. Funding in previous years is not therefore comparable.



# Passenger Journeys on Metrolink

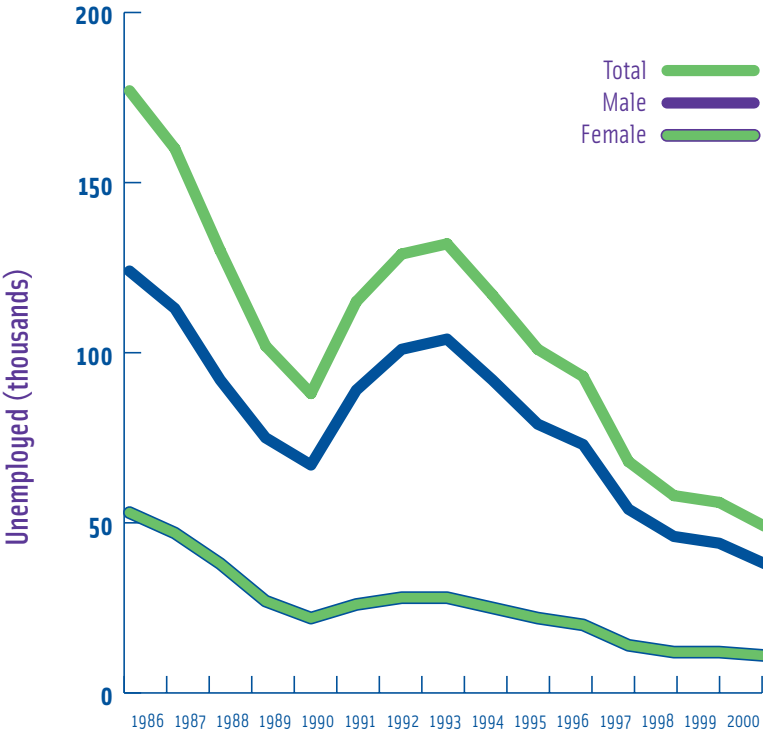
YEAR ENDING 31 MARCH	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
JOURNEYS (MILLIONS)	7.6	11	12.4	12.7	13.6	13.8	13.1	14.2	17.2	18.3
INDEX (1993=100)	100	144	162	166	178	181	171	186	226	241



Data Source: Estimates based on CPS reports (2001–2002), Greater Manchester Transportation Unit's boarding counts (1999–2000) and Ticket sales data and surveys (1993–1998) Data for 2001–2002 is for the calendar year.

# Unemployment in Greater Manchester

30 JUNE	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
MALE (THOUSANDS)	124	113	92	75	67	89	101	104	92	79	73	54	46	44	38
FEMALE (THOUSANDS)	53	47	38	27	22	26	28	28	25	22	20	14	12	12	11
TOTAL (THOUSANDS)	177	160	130	102	88	115	129	132	117	101	93	68	58	56	49
INDEX (1987=100)	111	100	81	64	55	72	81	83	73	63	58	43	36	35	31



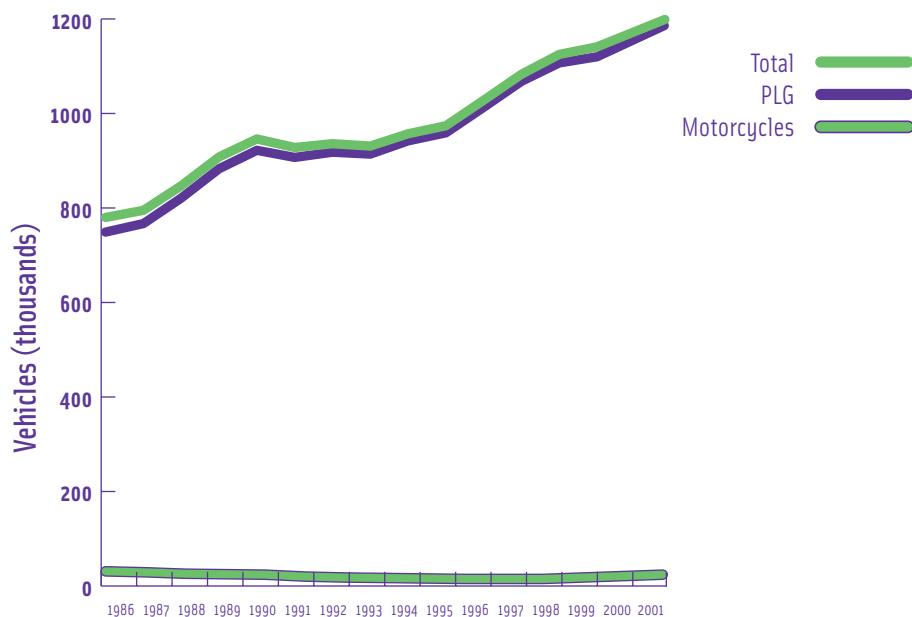
Data Source: Government Statistics

# Population by District

MID YEAR 2000	AGE 0-15 (000's)	MALE AGE 16-64 FEMALE AGE 16-59 (000's)	MALE AGE OVER 64 FEMALE AGE OVER 59 (000's)	TOTAL (000's)
BOLTON	57	165	45	268
BURY	38	114	31	183
MANCHESTER	99	277	63	440
OLDHAM	49	133	36	218
ROCHDALE	47	130	34	211
SALFORD	46	137	41	224
STOCKPORT	57	178	56	291
TAMESIDE	46	136	37	219
TRAFFORD	45	135	40	220
WIGAN	63	198	52	312
TOTAL (GREATER MANCHESTER)	548	1,603	434	2,586

# Car Ownership Levels in Greater Manchester

31 DECEMBER	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
PLG (THOUSANDS)	749	767	821	883	922	907	918	914	942	959	1,013	1,068	1,107	1,120	1,152	1,168
INDEX (1987=100)	98	100	107	115	120	118	120	119	123	125	132	139	144	146	150	152
MOTORCYCLES (THOUSANDS)	31	29	26	25	24	20	18	17	16	15	15	15	18	21	24	25
INDEX (1987=100)	108	100	92	87	83	71	64	58	55	51	52	54	63	73	84	87
TOTAL (THOUSANDS)	780	795	847	908	946	928	936	931	957	974	1,028	1,083	1,125	1,141	1,176	1,193
INDEX (1987=100)	98	100	107	114	119	117	118	117	120	122	129	136	141	143	148	150



Data Source: Vehicle Licensing Statistics 2001



# 1986

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## Bus

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Bolton Moor Lane Bus Station reopened after extensive refurbishment and a Ring and Ride service for mobility-impaired people was introduced in Atherton.

## Rail

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The new 150 Sprinter diesel units entered service on local lines, the Hazel Grove chord was officially opened and new rail stations were opened at Hall i'th' Wood and at Godley.

## Ticketing & Fares

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A pass for 16 to 19 year olds was introduced. In May, rail fares and Saver ticket prices increased by an average of 15%. The Clippercard and 16-19 Bus Pass prices remained unchanged until 30 November resulting in a 50% increase in sales.

## Other

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On 31 March, the Greater Manchester Council was abolished. Responsibility for public transport passed to Greater Manchester Passenger Transport Authority. On 26 October, the 1985 Transport Act came into force and GMPTA no longer operated the buses but acquired a new range of responsibilities.

# 1987

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## Bus

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In April, a Ring and Ride service for mobility impaired people was introduced in Bury. The development of services in Bolton and Tameside, to the Ring and Ride model, were also being progressed. On 23 August, Bolton's new bus/rail interchange (Trinity Street / Newport Street) became fully operational.

On 29 November, Wigan's new bus station was opened.

## Rail

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On 11 May, a new rail station was opened at Hag Fold (Atherton) and a major new station was opened at Salford Crescent. During the same month, the inconveniently sited Royton Station was closed, passengers preferring to use the new Derker Station.

## Ticketing & Fares

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In July, rail fares were increased by 5%.



# 1988

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## Rail & Metrolink

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In January, the Secretary of State announced that the tendering process could go ahead for the concession to design, build, operate and maintain the Metrolink system.

The Bills to build and operate Metrolink received Royal Assent in February.

In May, the Windsor link – a new rail line between Salford Crescent and Deansgate to connect the rail service from the northwest with the southern half of the county – became operational.

## Ticketing & Fares

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From 14 August, the pre-paid ticket prices were increased by 10% and two Clippercards – the Any Distance and Band One – were withdrawn.

On 28 August, rail fares were increased by an average of 12.5 %.

## Other

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In October, the Authority agreed a strategy for the phased introduction of an accessible transport system for Greater Manchester. This included Ring and Ride type services, semi-fixed accessible routes and taxis. As part of the strategy, Bury was designated an experimental multi-modal test area.

# 1989

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## Bus

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Localine, a bus service for people with mobility difficulties, was relaunched on 1 September.

Ring and Ride expanded so that, by October, there were five such schemes (Manchester, Bolton, Bury, Tameside and Atherton) each carrying approximately 5,000 passengers a month.

## Rail & Metrolink

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Service diversion work began in March, before work on the main contract to build Metrolink could begin in December.

On 15 May, the region's railways were combined to form Network Northwest as part of a multi-million pound improvement package, sponsored jointly by British Rail, GMPTE and Lancashire County Council.

The proposed rail link to Manchester Airport received Government approval in July.

## Ticketing & Fares

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On 30 April, pre-paid ticket prices were increased by 10% and 11.5% for Saver tickets.

The Concessionary Dayfare – a Day Rover ticket for elderly and disabled people – was introduced in May.

Rail fares were increased by an average of 11.5% for Saver tickets.

## Other

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During 1989, a rolling programme was set in motion to improve accessibility at bus and rail stations. By October, Deansgate Rail Station had undergone complete conversion.

# 1990

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## Bus

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In February, a Ring and Ride bus service was introduced in Salford. May saw the launch of the “Don’t be a Beep” campaign, promoting travel by bus. It was organised jointly by GMPTE and the bus operators of Greater Manchester.

In October, Localine services for mobility-impaired people were introduced in Bury and Stockport.

## Rail & Metrolink

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A new rail station was opened at Woodsmoor (Stockport) in December.

## Ticketing & Fares

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January saw an increase in pre-paid ticket prices to reflect the changes in the bus fares.

After April, holders of all rail tickets to, from and across Manchester City Centre were entitled to free travel on Centreline bus services.

On 30 September, rail fares were increased by an average of 10%.

On 16 December, pre-paid ticket prices were increased in line with the November increase in bus fares.

## Other

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Councillor Joe Clarke of Wigan was appointed the Authority Chair at the Annual General Meeting on 15 June.

# 1991

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## Bus

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In April, a contract to replace all of GMPTE’s 3,500 bus shelters in Greater Manchester was signed by JC Decaux. In return for the £20 million investment, Decaux would have exclusive advertising rights on all bus shelters.

## Ticketing & Fares

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In May, a Day Ranger one day off-peak countywide rail ticket was introduced.

In October, a new pre-paid ticket scheme (Travelcards) was developed jointly by GMPTE and the bus operators. The bus operators took responsibility for all pre-paid bus ticket schemes. The Junior Buscard – a bus ticket for children between the ages of 5 and 15 years, giving unlimited bus travel throughout Greater Manchester – was introduced on 1 December.

In December, the evening peak restriction on the concessionary rail fare was removed.

Rail fares increased by between 6% and 12%.

## Other

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Following the death of Mr David Graham CBE in April, Chris Mulligan (formerly Director of Finance and Deputy Director General) became the Director General on 26 July.

# 1992

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## Bus

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Leigh Bus Station was officially opened on 2 February by Councillor Alfred Roberts, a member of Wigan Council and the Authority.

## Rail & Metrolink

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From April, all local rail passengers making journeys in Greater Manchester to Manchester city centre were able to travel free on Metrolink in the city zone.

Her Majesty the Queen officially opened Metrolink on 17 July. After the opening ceremony, which was held in St Peter's Square, Her Majesty travelled to Bury by tram.

## Ticketing & Fares

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Rail fares increased in May by around 8.6%

## Other

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The Women's Charter, which highlighted safety issues confronting women in all aspects of daily life, including public transport, was launched in February.

During November, GMPTE carried out the most extensive study to be undertaken since 1976 of public transport users' travelling habits to Manchester city centre.

# 1993

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## Bus

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GMPTE won an award for the introduction of fluorescent orange bus pass holders for blind people and the pilot for the new Travelshop service was introduced at Leigh bus station.

## Rail

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The new rail link to the airport and new Manchester Airport Rail Station opened. Hazel Grove rail station was named 'Overall Best Station' in the north of England and North Wales.

## Ticketing & Fares

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A new strategy for rail fares was introduced and a series of annual "Saver Travelcard" tickets was launched.

## Other

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As part of the national "Don't Choke the City" campaign, the Authority made an appeal to drivers to leave their cars at home. The Authority and GMPTE honoured the memory of David Graham CBE, the Director General of GMPTE from 1976 to 1991, by naming a Metrolink tram after him.

# 1994

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## Bus

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The GM bus company was sold to two 'Employee Buy Out Teams'. Ashton's new bus station and Travelshop opened.

£1.4 million grants were announced for accessible buses and fleet improvements.

£626,000 in new vehicles for Ring and Ride was announced and the service was extended to Stockport and Rochdale.

## Rail & Metrolink

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Metrolink carried 12 million passengers. 20% of those journeys had previously been made by car.

British Rail was restructured as part of the Railways Act 1993.

## Ticketing & Fares

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Rail fares rose by an average 3%. Weekly and monthly tickets were mainly reduced in price.

## Other

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A Travel vouchers trial started in Wigan and Bolton. Money from the GM Buses sale was earmarked to fund passenger transport capital projects.

# 1995

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## Bus

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Many of the county's Bus Stations were refurbished and two new Travelshops opened.

A scheme to improve passengers' perceptions of safety was trialled. The Authority gave £900,000 in grants to bus operators for low floor vehicles.

## Rail & Metrolink

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Metrolink patronage rose to 12.7 million. Two Public Inquiries were held into plans to extend Metrolink.

Studies continued on major rail schemes. However, the uncertainty surrounding rail privatisation meant rail capital finances remained unspent.

Class 323 electric units were introduced in the south of the county. A number of improvements were made to local rail services and Oxford Road rail station became a Grade 2 listed building.

## Other

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Manchester's Ring and Ride celebrated its 10th anniversary and opened new premises. The Travel Vouchers scheme was launched.

# 1996

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## Bus

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GM Buses South was bought by Stagecoach and GM Buses North by Firstbus. The Authority spent £1.7m on improving accessible transport.

Manchester city centre was badly damaged in a bomb blast and the bus station in the Arndale centre had to be closed.

The new look Rochdale Bus Station was unveiled.

## Rail & Metrolink

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The first passenger services ran along the new £6m southern chord railway line to Manchester Airport.

Public consultation for a Metrolink extension to East Manchester and Tameside took place and the Authority pressed on with the tendering process for the Salford Quays and Eccles extension.

From April 1, GMPTE ceased to fund local rail services and funding passed to the OPRAF Franchising Director.

## Other

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Travel Tokens stopped being issued and 3,500 people registered for Travel Vouchers by March.

Manchester's Ring and Ride welcomed its one-millionth passenger and the accessible Easylink bus service its 500,000th.

# 1997

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## Bus

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CCTV systems were introduced at Ashton, Middleton and Rochdale Bus Stations and improved public address systems were installed at Bolton, Bury and Stockport Bus stations.

The grouping of evening and Sunday services at Leigh bus station was made permanent after passengers said they felt safer as a result of these arrangements.

Ring and Ride expanded to cover all of the districts of Wigan, Rochdale and Oldham.

## Rail

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GMPTE participated in the specification of future service levels and the letting of the new rail franchises. By the end of the year, the railways serving Greater Manchester had been franchised.

## Metrolink

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Government and the ERDF agreed to provide funding for the extension to Eccles via Salford Quays. The Altram consortium was appointed to build and operate the line, and took over the operation of the Bury-Altrincham line and started construction in summer.

Patronage continued to grow reaching over 13 million.

Powers were granted for the Manchester Airport extension, a Public Inquiry took place into plans to take Metrolink to Ashton-under-Lyne and work began to investigate the feasibility of taking Metrolink to Stockport.

# 1998

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## Bus

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CCTV cameras continued to be installed at bus stations throughout the county. Evening and Sunday services were also grouped on a trial basis at Bolton, Bury and Stockport bus stations.

## Rail

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The franchise to operate local rail services was let to FirstGroup in April.

A monitoring regime for local rail services was introduced. Design and development studies were approved for a new station at Middlebrook in Bolton.

## Metrolink

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A new Metrolink stop was built and opened at Market Street in Manchester city centre.

A report from the Centre for Economic and Business Research revealed that Metrolink benefited every single district in Greater Manchester.

## Other

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The Authority launched the Integration Project in August, following the publication of the Government's Transport White Paper. The project aimed to improve the quality of public transport in five key areas: Information; The Waiting Environment; Services; Tickets; Connections and Interchange. GMPTE's telephone enquiry bureau joined forces with those of the two major bus operators, offering a centralised facility for information on local public transport services, fares and ticketing.

# 1999

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## Bus

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Works at Farnworth Bus Station were completed in March, delivering a much brighter and safer waiting environment for passengers.

In February, the Authority announced that grants would be made available to local bus operators to help them to buy the ticketing equipment compatible with the planned introduction of 'Smartcards' as a means of payment for travel.

Work began in July on the first section of the Bolton-Atherton-Leigh Quality Bus Corridor – the first of 17 key corridors in the county that will benefit from enhanced bus facilities such as bus lanes, new low floor buses, new passenger shelters and improved public transport information.

In September, work started on a new bus station for Oldham Town Centre.

## Rail

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In March, the Authority was awarded a grant of £651,000 under the Government's Rural Bus Challenge Initiative to develop bus and taxi interchange facilities at Blackrod, Glazebrook and Greenfield rail stations and taxi-bus schemes in Longendale and Ramsbottom areas of Tameside and Bury.

Horwich Parkway rail station was opened in July.

# 1999 cont'd

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## Metrolink

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February saw the Authority begin to investigate the possibility of developing the planned extensions to the Metrolink network under a 'single contract', in order to secure the best possible funding package

Proposals to extend the authorised Metrolink extension to East Didsbury by a further 4 km to Stockport town centre were put before local people in November.

The Prime Minister, the Rt Hon Tony Blair MP, travelled to Manchester in December to launch passenger services to Salford Quays.

## Other

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In February, the Deputy Prime Minister, the Rt Hon John Prescott MP officially opened the county's new Public Transport Telephone Information Bureau. The addition of three new adapted minibuses to Trafford's Ring and Ride operation in February enabled district-wide coverage for the first time.

A web-based Public Transport Journey Planner became available on the GMPTE website in May.

A new concept in passenger travel was launched in October 1999 in the Tameside district. The 'Arranged Passenger Transport' service offered taxi or minibus travel along the route of a former bus service. Similar facilities were introduced in other parts of the county during the year.

Work to investigate improved bus-boarding facilities, such as raised kerbs, began in November at a site in Hattersley, with a view to maximising the benefit to all passengers deriving from the introduction of new low floor buses.

# 2000

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## Bus

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In January, the Authority secured resources under the Government's Rural Bus Challenge to fund the development of a community transport co-operative in Partington.

September saw the Authority give the go-ahead for the construction of a new state of the art bus station in Eccles.

The Bolton section of the Bolton-Atherton-Leigh Quality Bus Corridor was officially opened in November. Construction work commenced on the Royton section of the Rochdale – Oldham – Ashton – Hyde QBC and on the A6 Manchester – Stockport – Hazel Grove QBC.

## Rail

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In April, the Authority successfully secured a number of commitments from Railtrack including: an additional platform at Stockport rail station and significant improvements for platforms 13 and 14 at Manchester Piccadilly rail station. This commitment followed concerns that local rail passengers would benefit little from works to upgrade the West Coast Mainline, despite the works causing considerable disruption to the local rail network. Initial assessments began in October on 20 locations identified for possible new rail stations in the county's Local Transport Plan. The assessment included the potential for increasing rail patronage and the deliverability within the five year LTP period.

# 2000 cont'd

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## Metrolink

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In March, the Authority released funds to enable a programme of works to start to improve the quality of stops along the Bury-Manchester-Altrincham Metrolink line.

The Deputy Prime Minister, the Rt Hon John Prescott MP, came to Manchester in March to announce that the Government was to pledge £250 million towards the Metrolink Single Contract. In the House, the Prime Minister, the Rt Hon Tony Blair MP, described the planned expansion as a 'fantastic project'. The Manchester Civic Society, at the society's annual awards ceremony in June, honoured GMPTE with the 'Spirit of Manchester' award, in recognition of the PTE's promotion of the county's flagship Metrolink system.

Passenger services to Eccles were launched in July. On the same day, it was announced that the £500 million funding package was in place for the further expansion of the Metrolink network. Companies from across Europe were invited to express their interest in the Phase III Single Contract in September. Public consultation took place in summer on proposals to develop a second Metrolink depot in Trafford, to support the planned expansion of the Metrolink network.

## Other

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An extensive consultation exercise on local transport issues was undertaken in March to inform the development of the county's first Local Transport Plan.

In March, the Authority produced its first ever Best Value Performance Plan that set out its performance and outlined its plans for the future. 'Best Value' requires the Authority to deliver services to clear standards by the most effective, economic and efficient means available. The Performance Plan instigated a review process to ensure Best Value across all the Authority's services.

Both Stockport and Wigan Ring and Ride depots celebrated their one-millionth passengers.

In April, the Authority agreed on a fixed track strategy vision for the development of the rail, Metrolink and guided bus network in Greater Manchester over the next fifteen years, with a view to greatly increasing the number of passengers on these modes.

In August, the Government's Ten Year Transport Plan was published. The first ever Local Transport Plan for Greater Manchester was submitted to Government in August by the Authority and the ten Greater Manchester Council's, detailing the capital investment programmes which underpin a five year transport strategy for the county.

New standards of passenger information displays were introduced at key interchange points across Greater Manchester.

The public transport world reacted with sorrow in December at the death of the Chair of the Authority, Councillor Joe Clarke. Councillor Clarke became a member of the Authority in 1986 when he was appointed as Vice-Chair, and served as Chair of the Authority from 1990.



## Bus

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January saw the opening of Oldham's new state of the art bus station. The modern glass and steel design of the station is a first for Greater Manchester.

In March the Government announced its provisional acceptance of the value for money appraisal of the Leigh Guided Busway scheme.

Consultation took place in March on the Rochdale section of the Rochdale-Oldham-Ashton-Hyde Quality Bus Corridor (QBC) and on the Lees-Oldham-Manchester QBC.

Further construction work took place on sections of the Bolton-Atherton-Leigh QBC, on the A6 Manchester-Stockport-Hazel Grove QBC and on the Rochdale-Oldham-Ashton-Hyde QBC.

Work on the new Eccles bus station reached a landmark stage in May when Salford City Council officially handed over the construction site to GMPTE.

In September the Authority announced it would make £300,000 clean vehicle grants available to bus operators to buy particulate traps which help reduce black smoke emissions by up to 90%.

Greater Manchester's first QBC, Peel Green-Eccles-Manchester was officially launched in September.

Funds of £150,000 were released by the Authority in October to upgrade facilities at Wigan Bus Station.

November saw the launch of the weekend night bus network for a 10-month trial period. Under the scheme buses run from Manchester City Centre to regional centres throughout Greater Manchester until the early hours of Saturday and Sunday mornings.

## Rail

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In April the Authority allocated a further £306,000 towards the development of Ashton rail station and £720,000 towards a package of works for Stockport rail station.

The Authority set out its vision for rail services in Greater Manchester in June in preparation for refranchising.

July saw the Authority allocate £60,000 for a car park expansion at Marple rail station and £20,000 for improvements at Atherton rail station.

Work to improve passenger facilities at Castleton rail station was completed in September.

£27,000 for schemes aimed at improving passenger facilities at Horwich Parkway rail station was approved by the Authority in November.

## Metrolink

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The Eccles Metrolink extension was officially opened in January by The Princess Royal. At a ceremony in Eccles town centre, one of the new trams was named "Joe Clarke OBE" in honour of the late Chair of the Authority.

# 2001 cont'd

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The refurbishment of a number of Metrolink stops on the Bury-Manchester-Altrincham line was completed in Spring.

Improvements were made to address issues of accessibility, safety and security and passenger comfort.

Government granted powers to GMPTA for two applications relating to Oldham Metrolink extension in February. An application to modify the proposed alignment of the Trafford Park extension was also given the go-ahead.

A Public Inquiry into plans for a second depot in Old Trafford opened in July.

In August a 450 space Park and Ride site opened at Ladywell for passengers using the Eccles extension.

The Authority approved spending £100,000 on improvements at Sale Metrolink stop in November.

## Other

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Following the death of Councillor Joe Clarke in December 2000, Councillor Roger Jones, Chair of the Authority's Policy Committee, was appointed Chair in February.

In January, the Authority took the decision to give greater priority to park and ride schemes in the county's public transport strategy.

Passengers in parts of Wigan and Bolton learnt that they would soon be able to enjoy a shared taxi public transport service after the Authority successfully bid for £288,000 under the Government's Rural Bus Challenge.

In March, the Authority agreed to a range of measures designed to help promote Shopmobility schemes including an extension of the financial help available through grants.

Greater Manchester received a glowing endorsement of its integrated transport agenda in March when it was hailed by Government as a Centre of Excellence in the area of Integrated Transport Planning.

A new concessionary fares scheme for bus travel was introduced in April in order to comply with the requirements of the Transport Act 2000. Senior citizens and certain groups of disabled people were to pay the lower of either half the standard fare for the journey being made or the flat concessionary fare.

April saw the opening of a new Travelshop in Terminal One Arrivals at Manchester Airport.

The innovative shared taxi scheme, called Arranged Passenger Transport (APT) was extended to cover Moston, Blackley and New Moston in North Manchester in May.

In September the Government announced that men would qualify for concessionary fares at 60 rather than 65 bringing them in line with women.

The Authority's Community Consultation Strategy setting out how it would involve local people in decisions about public transport was launched in October.

## 2001 cont'd

Government funding of almost £1.1 million was announced in November for Urban Bus Challenge schemes including a demand response service in Wythenshawe, a call centre to facilitate demand response services and better links between residential and employment areas in Oldham.

In December, the Government allocated £65.4 million for schemes in the county's five-year Local Transport Plan. Funding of £9.47 million was announced for a QBC from Bolton through Bury and Rochdale town centres and onto the county boundary via Littleborough.

Also in December, the Authority released £0.95 million for the development of a real time information system for Greater Manchester's bus network.

## 2002

### Bus

In February the Authority announced that all new subsidised bus services would be "clean" from April 2002 thanks to a grant of £1.05 million from the Government-backed Transport Action.

The Authority and bus operators worked together to enhance the network of services available on Bank Holidays. There was an increase in services operating over Easter and the Authority pledged to continue to develop the Bank Holiday network.

Plans for a new bus station in Middleton were announced in April.

A free shuttle bus to Wigan Infirmary from Wigan Bus Station was launched in May.

In June, the Authority allocated £203,000 for upgrading Leigh Bus Station.

Greater Manchester's first Bus Strategy covering a five-year period received the Authority's backing in July.

Also in July, the Authority agreed to trial new-style school bus services in Wigan in a bid to improve the safety and security of these services.

# 2002 cont'd

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## Rail

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In April the Authority set out the service and quality levels it expects to be delivered when local rail services are re-franchised.

A House of Commons inquiry into rail services in the north of England was welcomed by the Authority in May.

## Metrolink

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In January £2.575 million was allocated by the Authority to upgrade stops on Bury-Altrincham line.

Transport Minister John Spellar visited Manchester in March to celebrate the 10th anniversary of Metrolink.

In April, the planned second depot in Old Trafford was given the go-ahead. The depot will be required to accommodate the increasing number of trams which will be needed to run services when Metrolink is extended to Oldham and Rochdale, Ashton-under-Lyne and Manchester Airport.

## Other

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Plans for a major new interchange in East Manchester were endorsed by the Authority in January.

Also in January the Authority agreed to spend £600,000 on a network of electronic information kiosks throughout the county.

Government funding of £233,000 was announced in February for rural bus schemes including an extension in the operating hours of a shared taxi service in Bury and an extension of the Partington and Cadishead Transport Co-operative (PACT) to enable it to cover parts of Trafford and Cheshire.

Plans for a new map-based internet journey planner costing £26,333 were announced by the Authority in February.

In March the Authority allocated £80,000 of grants to the voluntary sector. Recipients included the ASGMA Autistic Society, Transport for Sick Children, PACT and Manchester's Shopmobility scheme in anticipation of the likely increase in demand that would be generated by the Commonwealth Games.

A £475,000 facelift for Bury Interchange was also announced in March.

During his visit to Manchester for the Metrolink celebrations the Transport Minister, John Spellar, announced that Government funding of £1 billion was being allocated to Greater Manchester for a 20-year package of road and public transport improvements following the South East Manchester Multi Modal Study.

The Authority submitted its plans for a better bus network to the Government via a submission to the House of Commons inquiry into the bus industry in April.

## 2002 cont'd

Also in April the Authority decided to extend its concessionary fares scheme to all 16 to 19-year olds in full time education.

Contracts worth £1.9 million for real time passenger information on buses were signed in April.

The Authority launched its Environmental Policy to mark the annual Let Britain Breathe – Don't Choke Britain campaign in June. As part of the campaign, grants were provided to bus operators for particulate traps which reduce the amount of pollution in the air, and cycle lockers were installed at Horwich Parkway and Wigan Wallgate rail stations.

In July the Authority allocated £50,000 for an upgrade of facilities at Wythenshawe Travelshop.







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