

The logo for the 2017 Local Transport Summit. It features a red square on the left containing the white numbers '20' stacked above '17'. To the right of the square, the words 'Local', 'Transport', and 'Summit' are stacked vertically in a black serif font.

20
17 Local
Transport
Summit

Selected Presentations from
the 2017 Local Transport
Summit

June 2018

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2017
Local
Transport
Summit

13.00	<p>Registration <i>Teas and Coffees served</i></p>	
14.00	<p>Introduction: Actions since last year's Summit <i>Peter Stonham</i> Chairman, Landor LINKS & Editorial Director, <i>Local Transport Today</i> <i>Richard Walker</i> Cities Policy & Delivery, Department for Transport</p>	
14.10	<p>Hosts' Welcome <i>Martin Capstick</i> Director, Regional Transport Strategies, DfT <i>Dr Jon Lamonte</i> Chief Executive, Transport for Greater Manchester <i>Rod Fletcher</i> Managing Director, Landor LINKS</p>	
14.20	<p>4 views of the UK local transport landscape: where are we now? Facilitator: <i>Andrew Forster</i> Editor, <i>Local Transport Today</i> Do we need a new offer from the profession to the politicians and the public? <i>Steve Gooding</i> Director, <i>RAC Foundation</i> The public/private balance in transport provision: where are we now and is it fit for the future <i>Iain Docherty</i> Professor of Public Policy and Governance, <i>Glasgow University</i> Is transport planning/appraisal fit for purpose? <i>Paul Buchanan</i> Partner, <i>Volterra Partners</i> The NIC's consultation on the National Infrastructure Assessment: priorities for national infrastructure <i>Phil Graham</i> Chief Executive, <i>National Infrastructure Commission</i></p>	
15.30	<p>Delegates collect teas and coffees for round-table discussions</p>	
15.45	<p>Round-table discussions: Identifying key issues</p> <p>1 Where is/should the decision-making and who is setting the vision? Facilitator: <i>Professor Glenn Lyons</i> Associate Dean (Research and Enterprise), Faculty of Environment and Technology (FET), UWE</p> <p>2 Given competition for investment should transport decisions be made in isolation or as part of a wider framework for city regions? Facilitator: <i>Elaine Seagriff</i> Director of Transport Planning, CH2M</p>	
16.30	<p>Report back from round-tables</p>	
17.00	<p>Greater Manchester showcase session Presentation on the strategic context for transport in Greater Manchester <i>Eamonn Boylan</i> Chief Executive, <i>Greater Manchester Combined Authority</i> <i>Simon Warburton</i> Transport Strategy Director, <i>Transport for Greater Manchester</i></p>	
17.40	<p>Panel discussion of different perspectives on the future in Greater Manchester and exploring what this means for how we plan our transport Facilitator: <i>Steve Connor</i> Chief Executive, <i>Creative Concern</i> <i>Jessica Bowles</i> Director of Strategy, <i>Brunnwood</i> <i>Lou Cordwell</i> Founder & CEO, <i>Greater Manchester LEP</i> <i>Donna Hall</i> Chief Executive, <i>Wigan Council</i> <i>Kathy Oldham</i> Chief Resilience Officer, <i>GMCA</i> <i>Nicola Kane</i> Head of Strategic Planning & Research, <i>TfGM</i> <i>Cecilia Wong</i> Professor of Spatial Planning, <i>University of Manchester</i></p>	
19.00	<p>Networking reception Including a sponsors introduction <i>Neil Chadwick</i> Director, <i>Steer Davies Gleave</i> <i>Dr Jon Lamonte</i> Chief Executive, <i>Transport for Greater Manchester</i></p>	
19.45	<p>Dinner With guest speakers: <i>Andy Burnham</i> Mayor of Greater Manchester <i>Paul Murrain</i> Transport and Urban Design and Placemaking</p>	
22.15	<p>Post dinner drinks at Worsley Old Hall</p>	

- 08.45 Registration**
Teas and Coffees served
- 09.15 Reflections on day 1**
John Dowie Director, Local Strategies, First Group
Professor Glenn Lyons Associate Dean (Research and Enterprise), Faculty of Environment and Technology (FET), UWE
- 09.35 Presentation on future of travel demand**
Greg Marsden Professor of Transport Governance, Leeds University Institute for Transport Studies
- 10.00 Vision & validate update**
Led by: *Peter Jones Professor of Transport and Sustainable Development, UCL*
Nicola Kane Head of Strategic Planning & Research, TfGM
- Getting visioning process right
 - Getting validation technical process right
 - Getting the politics right
- Syndicate Groups**
- Future cities and the impact of disruptive change**
Led by: *Greg Marsden Professor of Transport Governance, Leeds University Institute for Transport Studies*
Beate Kubitz Director of Policy & Communications, TravelSpirit Foundation
- The implications of MaaS, CAVs, smart cities, new forms of travel behaviour etc. (*taking forward the best of Smarter Travel 2017*)
- Transport and Placemaking**
Led by: *Paul Murrain Transport and Urban Design and Placemaking*
Richard Walker Cities Policy & Delivery, Department for Transport
- Transport planning & urban design – challenges in the process and case studies of getting it right
- 10.45 Feedback from the three streams**
- 11.20 Coffee break**
- 11.40 Professional practice next steps**
How we can incorporate the new thinking into our activities at national, regional and local level with new forms of evaluation and appraisal
Facilitator: *Andrew Forster Editor, Local Transport Today*
Keith Mitchell Partner, Peter Brett Associates
Mark Ledbury Head of Transport Appraisal and Strategic Modelling, DfT
Peter Jones Professor of Transport and Sustainable Development, UCL
Steve Hunter Associate Director, Steer Davies Gleave
Ian Palmer Transport Modelling & Analysis, TfGM
Jane Briganshaw Design England
- 12.45 Summing up and the future of the discussion**
Peter Stotham Chairman, Landor LINKS & Editorial Director, Local Transport Today
Richard Walker Cities Policy & Delivery, Department for Transport
- 13.00 Lunch and close of event**

**Welcome to the Second
Local Transport Summit**

Peter Stonham
LTT/Landor Links
Richard Walker
Department for Transport



The Story so far...

- Multiple changes to the Local Transport landscape.
- New organisational responsibilities and leadership roles.
- Financial and technological upheaval.
- Who can call the future?
- What kind of planning and decision-making framework should we follow...
- We met last year and began this discussion.






2016 Summit, Eynsham Hall

Day 1 workshop:
What five key issues could or should most strongly define what is achieved in local transport over the next 10 years?
... and thus most strongly tax your minds and fill your in-trays?






1	Sharing economy – Airbnb/Uber culture – do we need bottom up open platforms but political willingness?	Where do we live and work? The family demographic – of the future.	Quality of leadership and moral robes (and how we accommodate choice)	What jobs are we going to be doing in the future and changes in the consequences	Maintenance – predominantly road network as largest asset – working with it more effectively to realise goals
2	Knowledgeable and engaged public and politicians – speaking a language they each understand of the other	A revival of place – and stronger sense of its meaning	Integration – across modes and with all available technology used to its full potential	Evolution Max – of powers, money, responsibility	Redefining our profession – transport planners as brokers – literacy, accountability, transparency...
3	Individual wellbeing and health – including social inclusion, nicer places and land-use/transport links to make life more liveable	Clear decision making frameworks which deal with resource allocation and regulation and facilitation of the changing transport market	Data and its analysis – agile inputs and outputs to create a toolkit that is open	Embracing wider behavioural change – shopping, shared economy, car ownership etc. Consumer expectations of choice and their fulfillment (or not)	Mobility management and smart provision, information and use of the network AND transport-economy link broken?
4	Governance and funding – how to create consensus (bottom up/top down) – how does transport planning regain credibility	Technology and big data – millennials behaviours in using technologies	Air quality, public health and obesity – quality of life issues driving local transport planning	Housing development, density, parking – resistance to dumbing down	Autonomous vehicles – not passively accepting but shaping and questioning and optimising technology
5	Understanding and responding to societal heterogeneity	Being brave – thinking and acting innovatively	Holistic planning with particular focus upon the appropriate connectivity to deliver accessibility	Changing skills for a changing world and the consequences for the types of 'solutions'	Generational change and changing pace of change



Who Are We?

- Interested parties.
- Forward thinkers.
- Open minds...
- Potential agents of change.
- Practitioners in local transport.
- Willing conversationalists.
- Trouble makers?

What's on the Menu for the Next 24 Hours?

- Taking stock of our world.
- Absorbing new insights.
- Tabling provocations.
- Learning from our host area.
- Having dinner (and hearing the mayor and Mr Murrain).
- Interacting with one another.
- Maybe finding new possibilities and approaches.

Where we'd like to be this time tomorrow

- Older and wiser.
- Stimulated (not just by alcohol).
- Having found new connections.

And, most importantly,


- Taking away some 'can-dos'.
- Presenting the case for further thought/action.
- Planning our next conversations.



Thanks to all who are Contributing

- A great group of speakers (especially our core custodians, Glenn Lyons, Paul Murrain, Neil Chadwick, Keith Mitchell, Andrew Forster).
- A very positive host area (thanks Nicola).
- Some sharp-minded sponsors who recognise what this is all about (thanks SDG and PBA).
- Landor Links/LTT (says Richard).
- The DfT (says Peter).
- An excellent company of attendees!


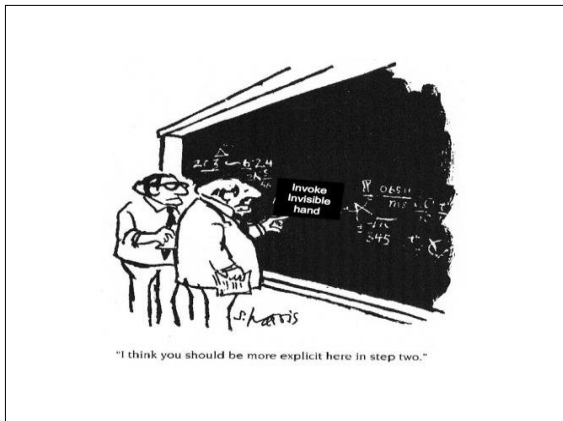
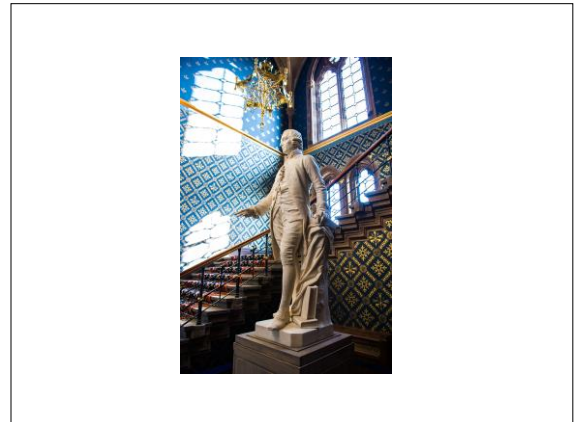





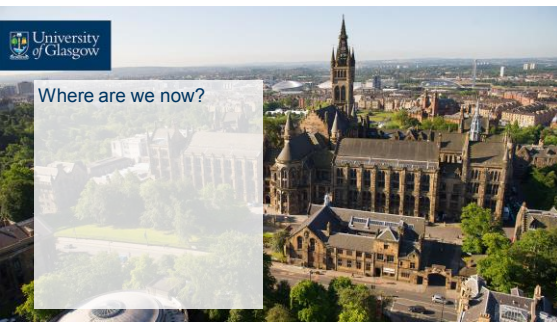
The public/private balance in transport provision: where are we now and is it fit for the future?



- Iain Docherty

INSPIRING PEOPLE



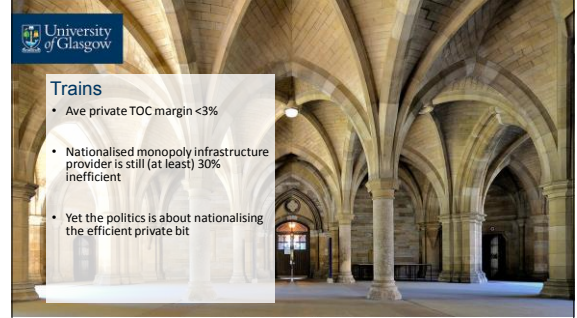

Where are we now?







Buses

- Highly deregulated/marketised GB system (outside London, of course)
- ... yet some operators now get almost 40% of their income from public money





Trains

- Ave private TOC margin <3%
- Nationalised monopoly infrastructure provider is still (at least) 30% inefficient
- Yet the politics is about nationalising the efficient private bit



Trains

- Train drivers are the workforce to have benefited most from privatisation.
- Discuss.



Trains

- Train drivers are the workforce to have benefited most from privatisation.
- Discuss.

•75,000 marks.



Roads/cars

- State provided monopoly utility completely free at the point of use (nearly everywhere)
- Fixed- rather than priced structure for road taxation perverse if economically efficient use is the objective



I wouldn't start from here...

Photo: © Gordon 11

© Robinson & Fisher



University of Glasgow

- **Transport is a derived demand**

University of Glasgow

- **Structure of transport sector should reflect wider socio-economic needs**

University of Glasgow

Markets

- Not easy to find where competition *in* the market has been particularly helpful
- Easier to find where competition *for* the market has worked better

University of Glasgow

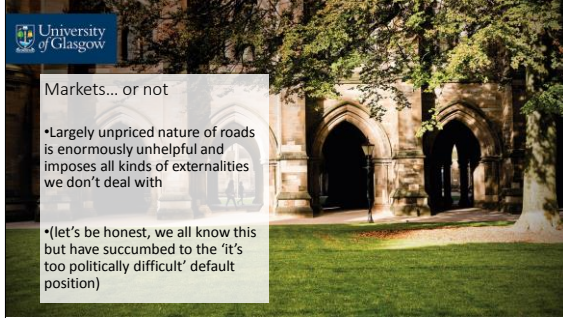

Markets

- Not easy to find where competition *in* the market has been particularly helpful
- Easier to find where competition *for* the market has worked better
- Plenty of market failure around

University of Glasgow

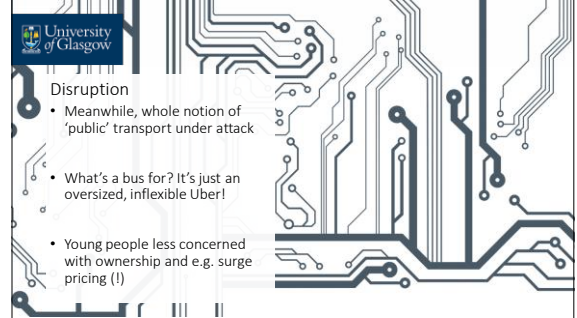

Markets

- Would direct public delivery make a better fist of it?



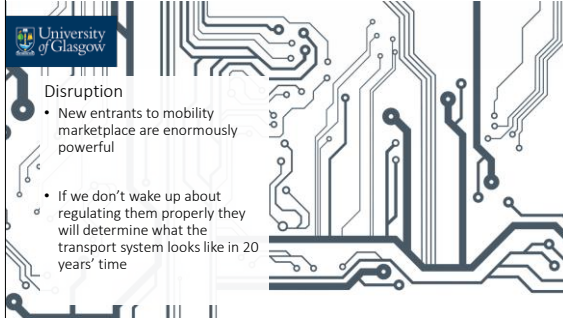

Markets... or not

- Largely unpriced nature of roads is enormously unhelpful and imposes all kinds of externalities we don't deal with
- (let's be honest, we all know this but have succumbed to the 'it's too politically difficult' default position)



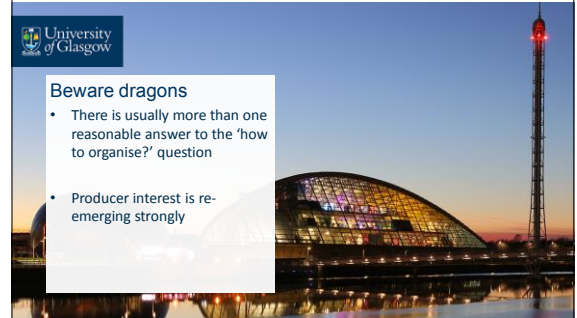

Disruption

- Meanwhile, whole notion of 'public' transport under attack
- What's a bus for? It's just an oversized, inflexible Uber!
- Young people less concerned with ownership and e.g. surge pricing (!)



Disruption

- New entrants to mobility marketplace are enormously powerful
- If we don't wake up about regulating them properly they will determine what the transport system looks like in 20 years' time



Beware dragons

- There is usually more than one reasonable answer to the 'how to organise?' question
- Producer interest is re-emerging strongly



Time to start again (?)

- We have an accidentally designed system
- Externalities of the current system are real... especially the cost of doing anything
- New entrants will disrupt all of our assumptions



Time to start again (?)

- We should embrace the concept of 'public value' and ask:
• which structure/ownership of transport would benefit society and the economy most?



Steve Gooding
Director, RAC Foundation

November 2017

- Mobility
- Safety
- Economy
- Environment




Do we need a new offer from the profession to the politicians and the public?

Yes, because ...



Do we need a new offer from the profession to the politicians and the public?

1. The purpose of transport planning
2. What are we trying to achieve?
3. Appreciating what's good for us
4. The vision thing
5. If this was easy ...



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To track down what transport planning is all about I went to an expert source

Transport planning is about preparing, assessing and implementing policies, plans and projects to improve and manage our transport systems.

Transport Planning Society website



To track down what transport planning is all about I went to an expert source

to plan, design, deliver, manage and review transport, balancing the needs of society, the economy and the environment.

Transport Planning Society (2006)



To track down what transport planning is all about I went to an expert source

to deliver the needs of society, the economy and the environment with the right balance we need to plan, design, deliver, manage and review transport.




To track down what transport planning is all about I went to an expert source

to deliver the needs of society, the economy and the environment with the right balance we need to plan, design, deliver, manage and review transport, **and make the case for our advice far better than we do now.**




Do we need a new offer from the profession to the politicians and the public?

1. The purpose of transport planning
- 2. What are we trying to achieve?**
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Let's remind ourselves what we're trying to achieve in public life

GDP



Let's remind ourselves what we're trying to achieve in public life



Do we need a new offer from the profession to the politicians and the public?

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- 3. Appreciating what's good for us**
4. The vision thing
5. If this was easy ...




Unfortunately the prescription often isn't what we want to hear



RAC Foundation

Unfortunately the prescription often isn't what we want to hear




You want to shape up?
Then eat less.

RAC Foundation


Galileo
1633
1992



Being right is a *necessary* but not a *sufficient* condition



RAC Foundation




RAC Foundation

Do we need a new offer from the profession to the politicians and the public?

1. The purpose of transport planning
2. What are we trying to achieve?
3. Appreciating what's good for us
4. **The vision thing**
5. If this was easy ...

RAC Foundation

Excerpt from message to TTN conference,
Transforming the North, 21 June 2017




To be successful, thinking has to be joined up, it has to be well informed, it has to be *creative*. In fact, it's going to have to be fresh thinking if it's going to answer the key questions... - *the big question*:

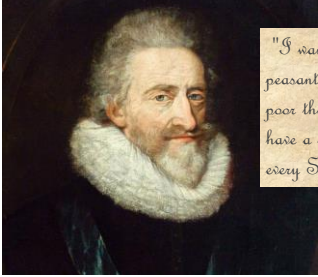
it's not about transport,
it's not about lists of transport schemes,
it's about *the vision*.

What sort of place do you want to create? What do you want it to be like to live and work in the North?


Because, to be compelling, a case for change has to paint a picture of a future, a lifestyle, that we would all choose for ourselves.



So I had a rootle around for some examples of how people had expressed a vision that resonated with their audience




"I want there to be no peasant in my realm so poor that he will not have a chicken in his pot every Sunday"





A Chicken for Every Pot

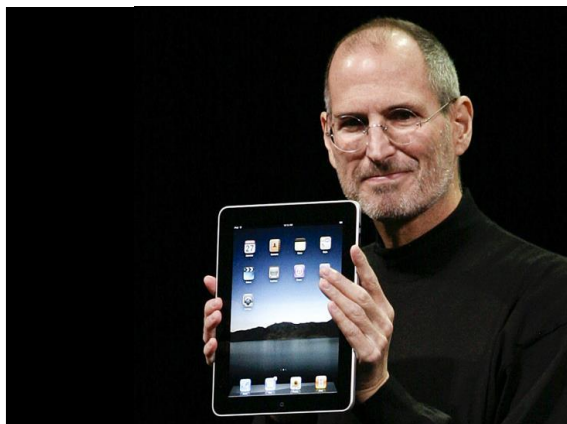
Republican prosperity has *reduced* hours and *increased* earning capacity, silenced *discontent*, put the proverbial "chicken in every pot." And a car in every backyard, to boot.

Wages, dividends, progress and prosperity say,
"Vote for Hoover"



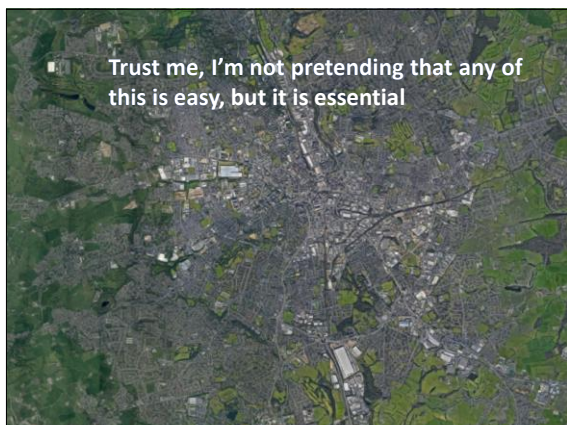
Transport doesn't only shape our daily lives and determine how we get around ... - it can create new opportunities ... and shape the character of our city.

Do we need a new offer from the profession to the politicians and the public?

1. The purpose of transport planning
2. What are we trying to achieve?
3. Appreciating what's good for us
4. The vision thing
5. If this was easy ...



So you need to get the profession from being tail-end Charlie to becoming the Pathfinder



PATHFINDER
Tour



Do we need a new offer from the profession to the politicians and the public?

Yes.
But it isn't just the *offer* that needs to be new.



Steve Gooding
Director, RAC Foundation

November 2017



Mobility Safety Economy Environment





Structure

- 1. The current appraisal system**
2. Why everything we do is wrong
3. Is there an alternative approach?

Volterra

The current appraisal system

- A neat theoretical construct, developed in the 1960's which effectively values the time savings that would occur if there was no land use response, no change to trip patterns, some mode shift and a modest level of trip generation
- All whilst assuming perfect competition.

What could possibly be wrong with that?

Volterra

Structure

1. The current appraisal system
- 2. Why everything we do is wrong**
3. Is there an alternative approach?

Volterra

Perfect Competition Assumptions

Perfect Information – interpretation of costs and routes	No barriers to entry, competition between transport providers	No quality differential between products
Pricing at marginal costs	No significant external costs or benefits	None of those perfect competition assumptions are remotely true for transport!

Volterra

There are no time savings!

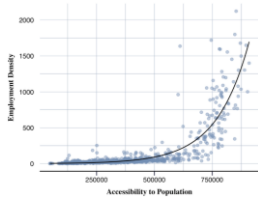
Empirical evidence shows that travel times are broadly fixed – 1 hour per person per day.

- Time savings are temporary in anything other than the short run
- People tend to use higher speeds to travel further, not to save time
- It must be the land use response that cancels out the time savings

source: OFT

Volterra

Land Use & Transport Accessibility



Fixed land use is the basis for transport modelling and economic appraisal

Cross-sectional analysis shows a close relationship between transport accessibility and development density – that should be no surprise.

Transport a key determinant of land use

Volterra

Role of transport on land use

A lack of transport can impose a constraint on growth, but a surplus is unlikely to create new growth

Rail => high density development, focused around stations
Road => low density development across a wide area

Capacity is what enables higher land use density, more so than accessibility?

Volterra

Predicting the future

Is pretty much impossible!

Too many variables, too long a time span, too many feedbacks & unknowns.

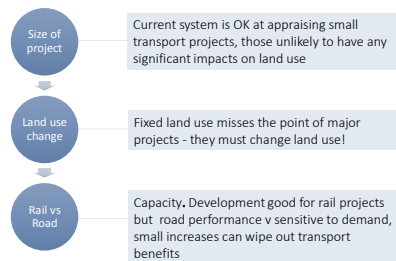
Fixed land use makes it easier to model, but also makes it wrong!

The level of precision in scheme appraisals is completely inappropriate and not at all borne out by scheme evaluations

French v English approach

Volterra

Inherent Bias



Volterra

Structure

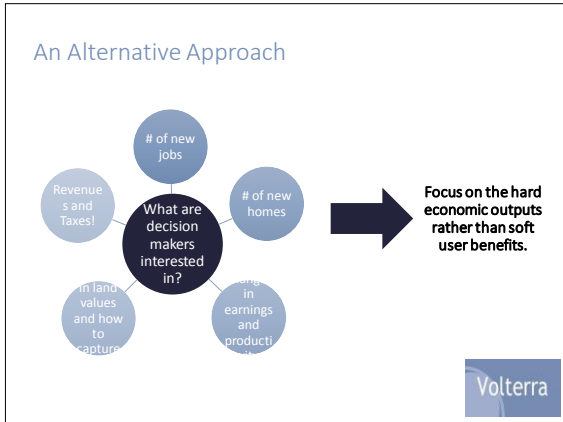
1. The current appraisal system
2. Why everything we do is wrong
3. Is there an alternative approach?

Volterra

We don't value the important things

- Little mention of new jobs or homes – can't do that without breaking the fixed land use assumption
- Taxes, imports/exports, benefit payments, none of those key issues for government are included in transport appraisal
- Environmental issues – almost non-existent in monetary valuations. Can that be right?
- Are the user benefits meant to be a proxy for the hard economic impacts that we largely ignore?

Volterra



- ### Conclusions
- 1 Focus on the **outcomes** – time savings are a proxy for more important things: economy, taxes, housing, growth ...
 - 2 **Land Value Capture** – biggest beneficiaries of major transport projects might well be existing land owners, not users
 - 3 **Allow land use change** - view that as one of the main benefits of transport infrastructure. Policy alignment necessary.
 - 4 **What returns can government earn?** Revenues, taxes, land values, is that a better focus than user benefits?
- Volterra

Thank You
pbuchanan@volterra.co.uk

Volterra

Greater Manchester Showcase: The Strategic Context

Eamonn Boylan, Chief Executive, GMCA
Simon Warburton, Strategy Director, TfGM



Our Priorities

- Children starting school ready to learn
- Young people equipped for life



Our Priorities

- Good jobs, with opportunities for people to progress and develop
- A thriving and productive economy in all parts of Greater Manchester



Our Priorities

- World class connectivity that keeps Greater Manchester moving
- Safe, decent and affordable housing



Our Priorities

- A green city-region and a high quality culture and leisure offer for all
- Safer and stronger communities



Our Priorities

- Healthy lives, with quality care available for those that need it
- An age-friendly city-region



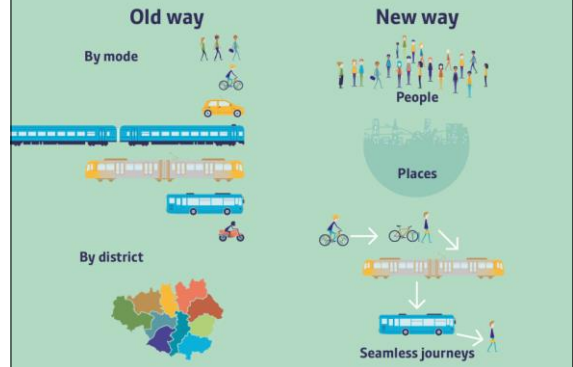
A new framework for integrated policy GM



SUPPORTING SUSTAINABLE ECONOMIC GROWTH



Integration at the heart of our 2040 Strategy



Connected neighbourhoods

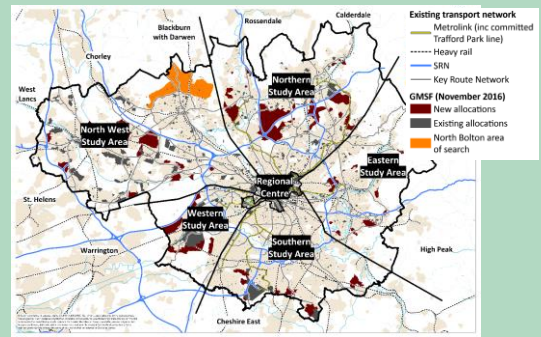
Travel across the wider city region

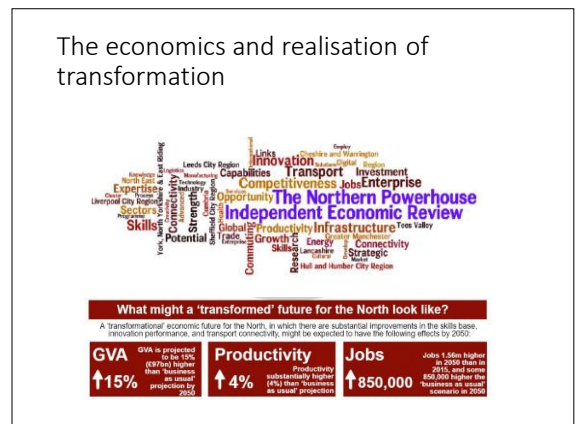
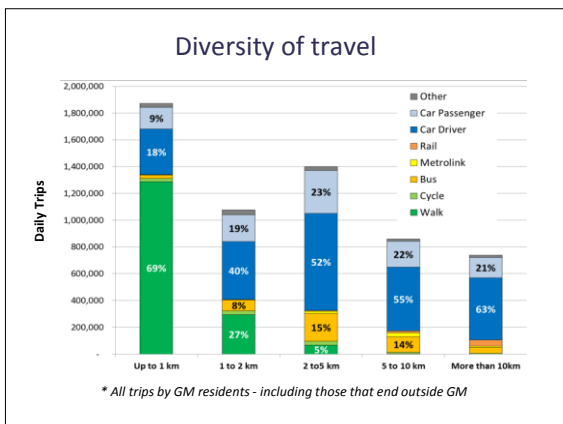
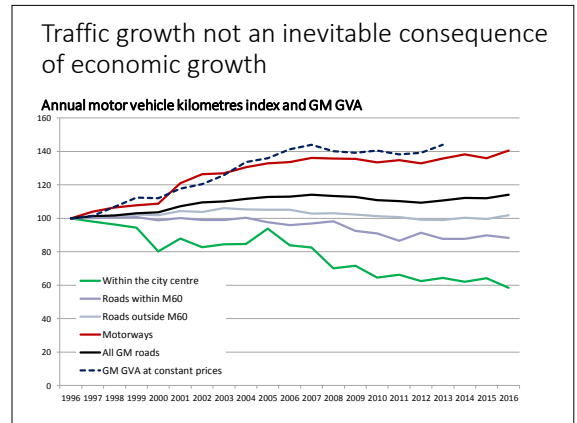
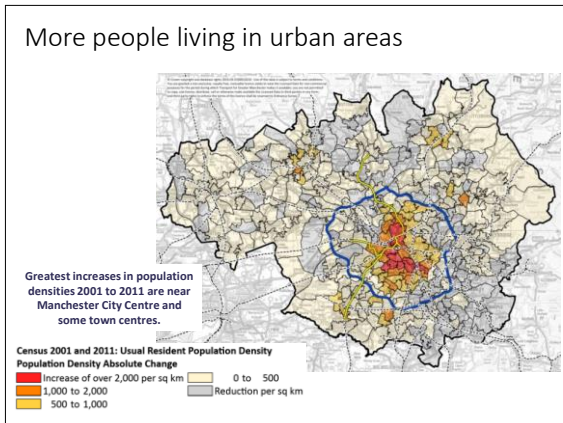
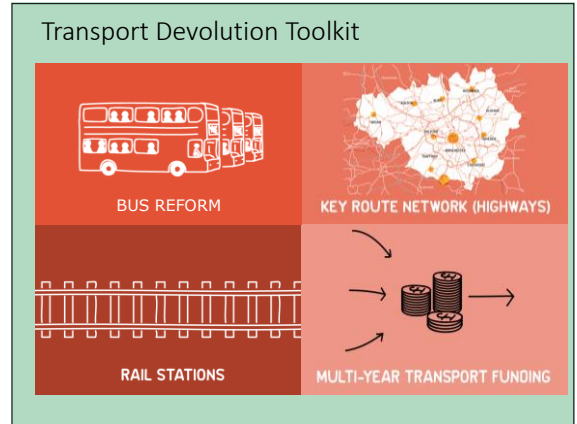
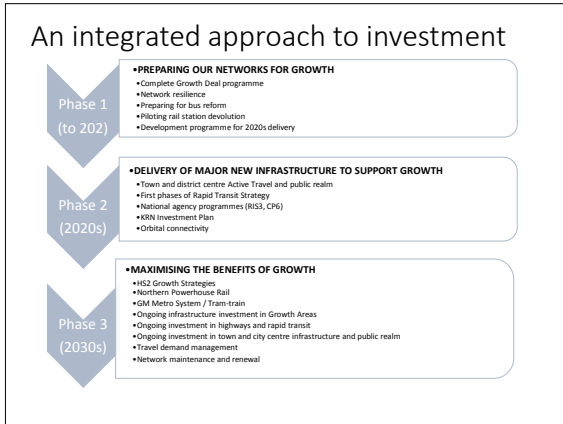
Getting into and around the regional centre

City-to-city links

A Globally connected city
Residents
Businesses
Visitors

• Integrated transport and land-use planning





Thank you



Some reflections and home truths from a bus operator

John Dowie, First Group

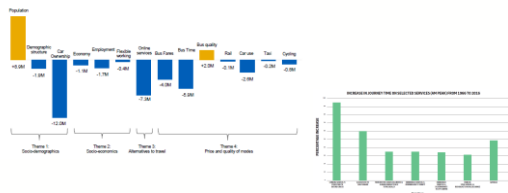
"Hard seats"



2

Some facts of life

Figure 1: Changes in Scottish bus journeys by demand driver (2011/12 to 2015/16)



3

What passengers



4

What the public about .



5

Believe it or not, we really really care about place-making ...



6



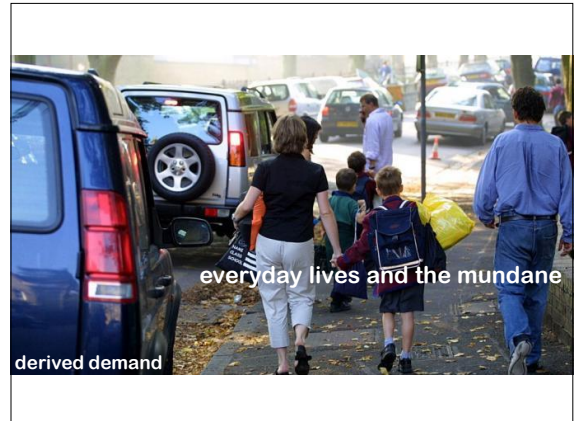
the right tools for the job?



talking to the treasury or to people and politicians?

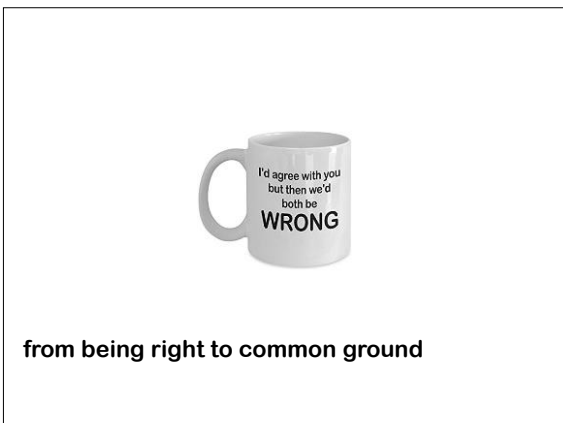


living in a bubble?



everyday lives and the mundane

derived demand



from being right to common ground

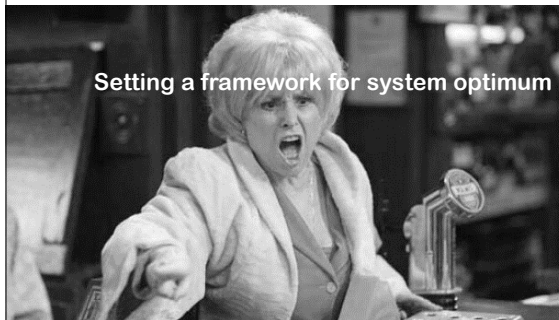


engaged and high performing

revolution or evolution?



Setting a framework for system optimum



social beings and placemaking



setting the vision. understanding derived demand.



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News story

North set to become first region in country to get new transport powers from government

From: Department for Transport, Jake Berry MP, and Jesse Norman MP
Part of: Roll network
Published: 16 November 2017

Pioneering legislation will transform transport across the North of England, underlining the government's commitment to the Northern Powerhouse.

chance for a breakthrough?

Future of Travel Demand

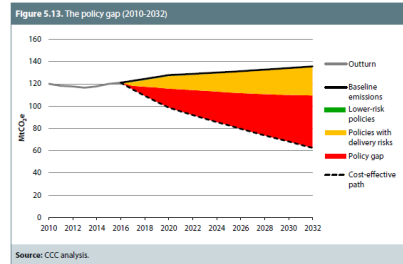
Professor Greg Marsden

Institute for Transport Studies, University of Leeds

17th November 2017



WAKE UP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!



Source: CCC analysis.



http://www.fox.com/gov/images/products/miba-Frame-Stock_43175_psi13821_0.jpg

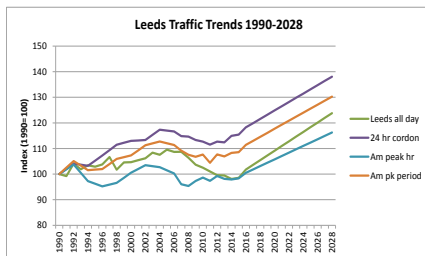


so if i'm a local authority and i'm trying to get some money from government or even tell an internal story to my politicians to get some money for transport it's great if i can take the Department for Transport's road traffic forecast. I say "Well, in 30 years' time [redacted] will have ground to a halt because i've got these road traffic forecasts; i won't question them now. They tell me this is just shooting up so i need more transport investment." So that's quite a handy thing; it's handy not to have to question that.

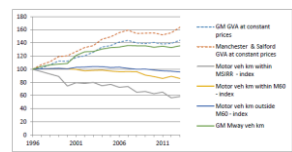
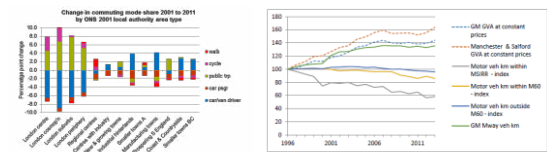
Local Government Practitioner

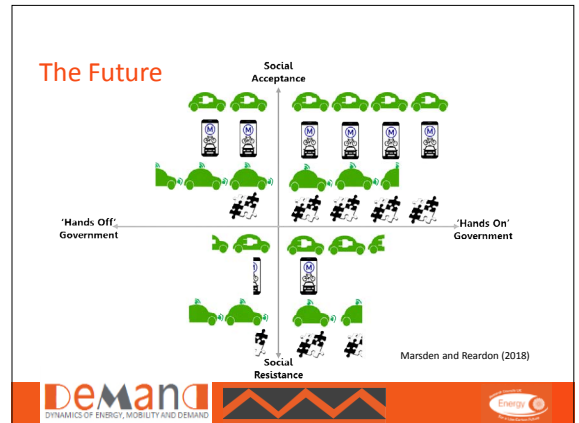
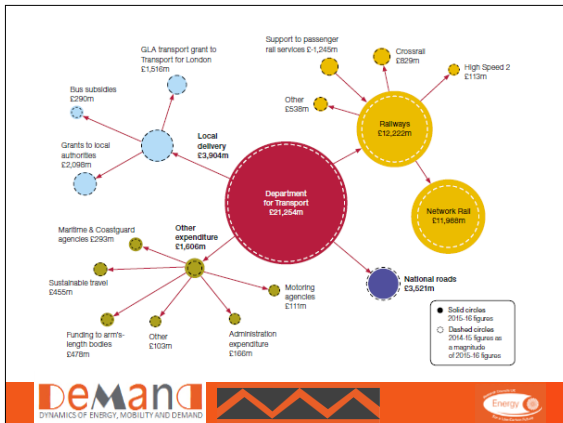
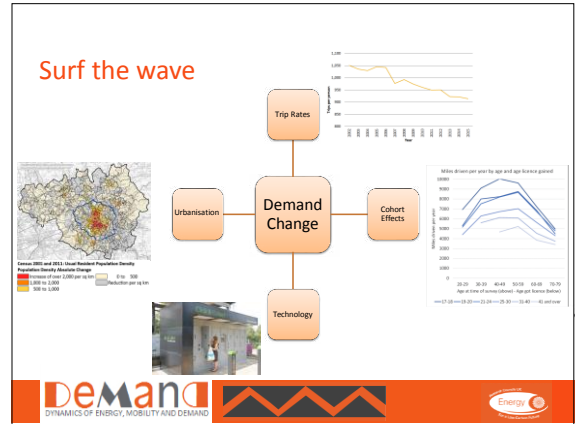
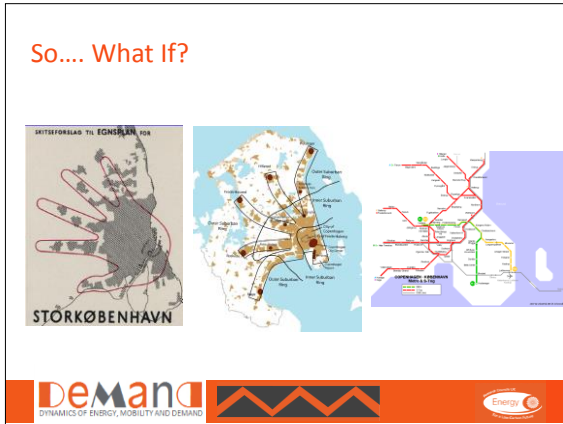


What really?




Big Spatial Differences





- ### What could be done?
- Devolve and Diverge
 - 'Growth without Growth' experiments
 - Inclusive elephant-based planning
 - Challenge the distribution of funding
 - Put 'demand' back in the toolkit
- Demanda**
DYNAMICS OF ENERGY, MOBILITY AND DEMAND

Centre for Transport Studies 

‘Vision and Validate’ Update

Peter Jones
Centre for Transport Studies, UCL

Syndicate Group, Local Transport Summit 2017, Friday 17th November

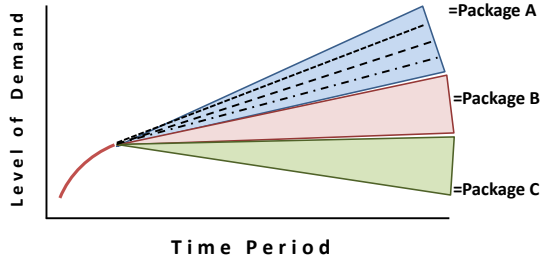
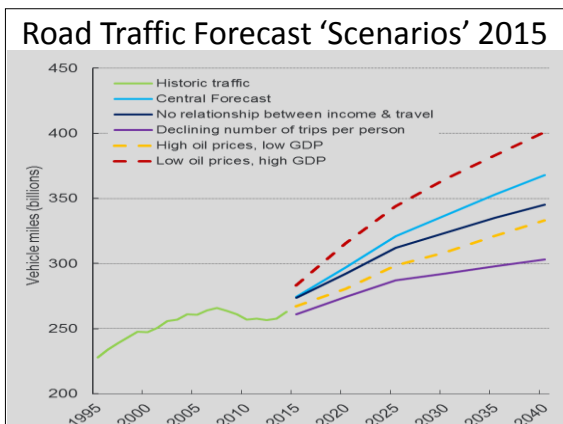
The Argument

- Cities predict future levels of demand and develop policy packages to meet that demand, while attempting to reduce car use and encourage sustainable travel: ‘Predict & Provide’
- Increasingly this is questioned, due to greater recognition of **uncertainty**, AND a growing awareness that **provision influences behaviour**
- UK city regions are developing comprehensive visions. ‘Vision and Validate’ proposes that we should **start with these outcomes** and then see what types of investments can be justified to realise them in an uncertain future

Recognising Uncertainty

- A combination of sensitivity analysis and alternative scenarios results in a very wide ‘fan’ of possible future demand outcomes – from overall growth to decline
- Developing an investment strategy based on demand towards one end of this fan would result in very different measures than addressing demands towards the other end

Sensitivities and Scenarios: the ‘fan of possibilities’

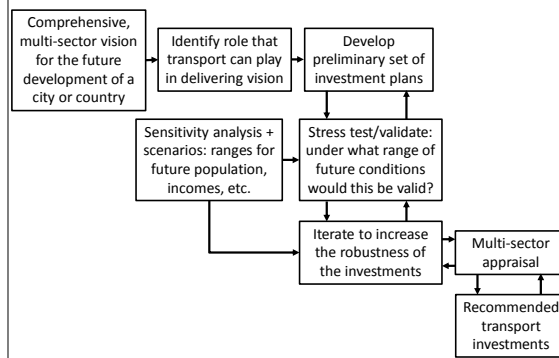
Proposal: ‘Vision and Validation’ - 1

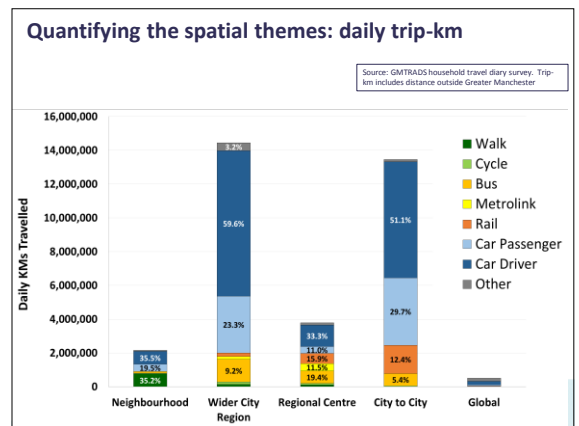
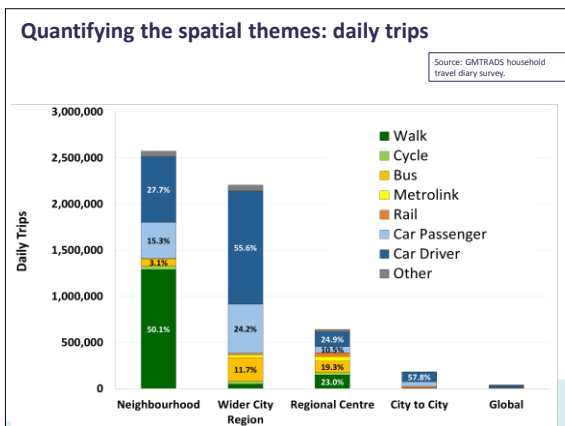
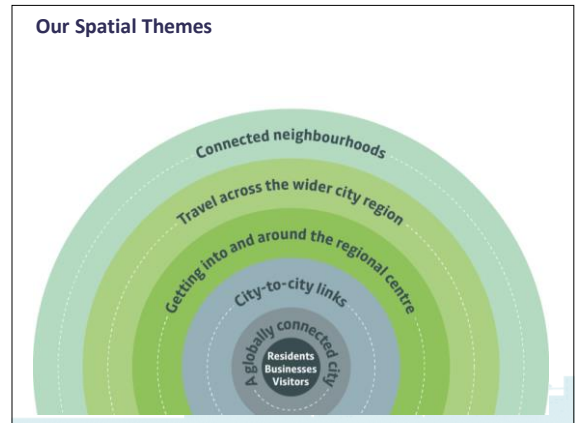
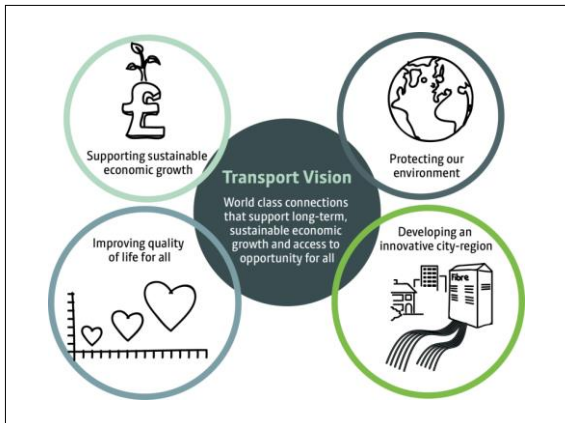
- Develop comprehensive future city/country vision, with strong stakeholder engagement: desired living patterns and achievement of a set of agreed outcomes
- Identify what transport can contribute to delivering the vision: major/minor investments - plus (more flexible) pricing and regulatory measures
- Ensure co-ordinated with other sector strategies (e.g. health, education)

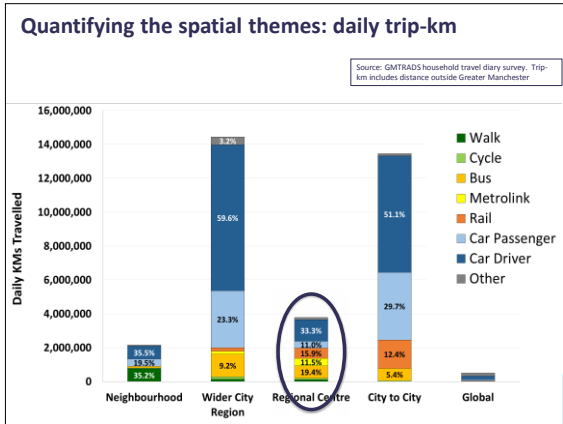
Proposal: 'Vision and Validation' - 2

- Determine under what future range of conditions and behavioural responses this package of policies would provide good value for money – stress test
- Then see how the programme can be tweaked to increase robustness, by covering more of the fan of possibilities – 'Real Options Analysis'
- Iterate with appraisal – but multi-sector, as many benefits from transport will accrue to other sectors, and actions by other sectors affect travel demand

Simplified Description of 'V&V' Process

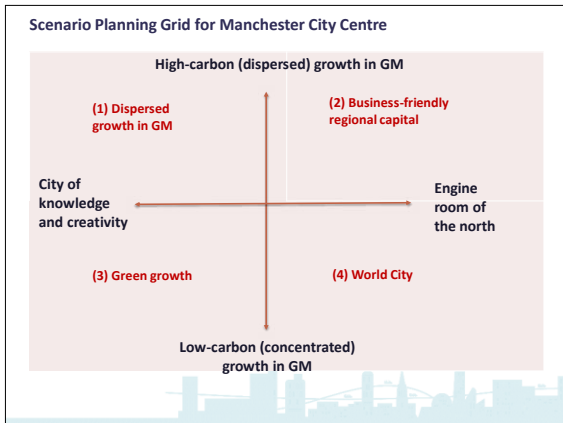






Travel to and within our regional centre

Ambition: Fully integrated transport networks that support rapid growth in the economy, with a liveable Regional Centre minimising the negative impacts of traffic on individuals.



Some implications for the city centre transport strategy?

High-carbon (dispersed) growth in GM

Low-carbon (concentrated) growth in GM

City of knowledge and creativity

Engine room of the north

(1) Dispersed growth in GM

- Use of autonomous vehicles is key policy challenge
- Metrolink on-street in city centre provides sufficient capacity

(2) Business-friendly regional capital

- Use of autonomous vehicles is key policy challenge
- High-capacity metro focused on travel from outside M60

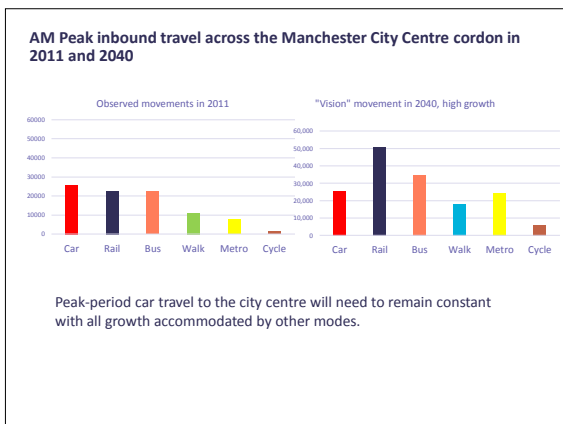
(3) Green growth

- Smart mobility dominates transport policy
- High-capacity metro with more focus on capacity within M60
- Cycling facilities to accommodate demand growth

(4) World City

- Smart mobility dominates transport policy
- High-capacity metro with more focus on capacity within M60
- Cycling facilities to accommodate demand growth

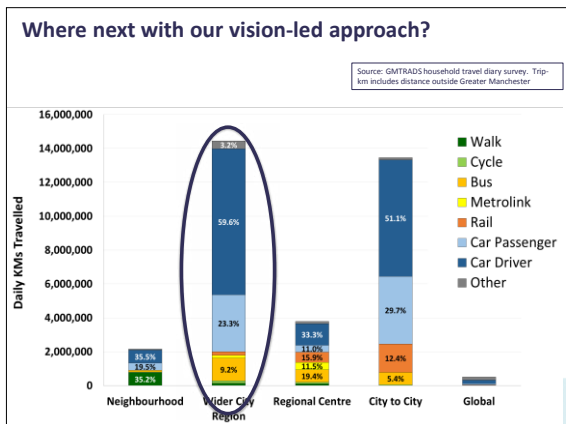
Interventions that may need early action in red text



How are we doing in meeting the city-centre target?

Car	Bus	Rail	Metro-link	Cycle	Walk	Total
-1.0	1.2	4.1	11.4	3.7	-1.6	2.1

Observed % growth in am-peak travel into Manchester City Centre 2012-14 to 2013-15 - 3yr moving average



Transport for Greater Manchester

GMCA GREATER MANCHESTER OVERSIGHT AUTHORITY

Greater Manchester Local Enterprise Partnership

Thank you
Nicola.kane@tfgm.com

tfgm.com/2040