

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY
REPORT FOR INFORMATION/RESOLUTION

COMMITTEE: Policy and Resources
DATE: 19th March 2010
SUBJECT: Dft Urban Challenge Fund Proposal
REPORT OF: Clerk to the Authority and Chief Executive of GMPTE

PURPOSE OF REPORT

To inform Members of the recent publication by DfT of a discussion paper on urban transport, including the proposal to establish a new Urban Challenge Fund to replace the former Congestion-Transport Innovation Fund.

RECOMMENDATIONS

Members are recommended to note the contents of this report and request that a draft AGMA and GMITA response be prepared by the Clerk and Chief Executive in consultation with the Chair, Vice Chair of the Authority and the Leader of the Opposition.

BACKGROUND DOCUMENTS

DfT Discussion Paper: *The Future of Urban Transport*, March 2010

CONTACT OFFICERS

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1 Introduction

- 1.1 On 2 March 2010, in a Ministerial Statement to the House of Commons, the Transport Minister, Sadiq Khan, announced the Government's intention to establish a new Urban Challenge Fund to replace the current Congestion-Transport Innovation Fund arrangement.
- 1.2 In support of this, the Department has published a discussion paper, entitled "The Future of Urban Transport", which sets out the proposals in outline and invites comments by 4 June 2010. A copy of this is attached at Appendix 1.

2 "Future of Transport" Discussion Paper - Summary

- 2.1 The discussion paper presents a strategic analysis of the key urban transport issues in the context of the national consensus on the importance of cities and city regions to the future prosperity of the UK. The paper draws on recent work undertaken by the Prime Minister's Strategy Unit (PMSU) to highlight the relationship between transport and the economic, public health and environmental performance of UK cities.
- 2.2 The PMSU has estimated that nationally the impact of urban transport - through congestion, road accidents, air quality, physical inactivity, greenhouse gases and noise – costs the UK up to £49 billion per year. The paper therefore calls on urban decision-makers to secure "triple-win" outcomes through transport packages that deliver economic, health and environmental benefits for cities and city regions.
- 2.3 In support of this, the Department proposes the establishment of the Urban Congestion Fund to support packages of measures designed to deliver the combined benefits of:
 - Enhanced mobility through a wider choice of journey;
 - Reduced congestion and increased journey time reliability;
 - Better health as a result of improved safety and much greater levels of walking and cycling;
 - Streets and public spaces which are enjoyable places to be, where exposure to harmful emissions is reduced, and where quality of life is transformed; and
 - A reduced threat from climate change.
- 2.4 The paper proposes an eligibility requirement for the Fund of "clear strategies that incorporate ambitious targets for a wider range of outcomes than just congestion, together with the local leadership and tight governance needed to make this a reality". It suggests that the Fund approach will not prescribe the measures to be included in a package bid. However, it notes that appropriate measures would include elements to address sustainable travel, with a focus on cycling, walking a travel change; modal shift measures, with a specific reference to improving bus travel, ticketing and information systems; and traffic/demand management measures, including park and ride.

- 2.5 At this stage, DfT has not defined a scale of resource for the Fund. Rather, the discussion paper states that the Fund "will be top-sliced from the Department's overall funding allocation following conclusion of the next Comprehensive Spending review".

3 Conclusions

- 3.1 The DfT's proposals for the Urban Challenge Fund, as set out in this discussion paper, present an important opportunity to shape future Government policy for urban transport in a manner that best complements the objectives and ambitions of Greater Manchester.
- 3.2 It is therefore proposed that officers will further analyse the proposals set out in the paper and the background analysis of the PMSU, so as to inform a combined AGMA and GMITA response to this initiative.

4 Recommendations

- 4.1 See front sheet of report for recommendations.

Sir Howard Bernstein
Clerk to the Authority

David Leather
Chief Executive, GMPTE