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| Briefing | |
| Title | Response to GMPON Feedback - Manchester |
| Date | 15 January 2018 |

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1. *“A resident who is over 60/65 in Whalley Range was informed that she could not access ring and ride as it is for those over 70. She is also disabled. There appears to be some confusion about the criteria for ring and ride and for the rationale for making it over 70 (unless also disabled).”*
   1. The Ring and Ride service can be used by anyone who finds it difficult to use the mainstream bus network due to a disability, or for people aged over 70 who have difficulty walking.
   2. If the lady concerned has a disability and has a TfGM concessionary disabled pass then she should not have been refused and TfGM would be happy to investigate this further.
2. *“For me as a fairly fit 70 yr old trying to keep fit, the main problem with transport is the roads and traffic lights being designed to prioritise motor vehicles. As a cyclist I frequently find a traffic light starts changing as I cross it, and has completely changed by the time I get to the other side - traffic has started moving into me before I am safely across. As a pedestrian we seem to have to wait longer and longer at crossings before the lights change. Dangerous and inconsiderate driving is an everyday menace.”*
   1. The timings at the traffic signals to ensure safe operation of the junctions and crossings are calculated in accordance with guidance from the UK government’s Department for Transport.
   2. TfGM is working closely with Chris Boardman the GM Walking and Cycling Commissioner to identify new and innovative ways in which pedestrians and cyclists can be provided with higher quality facilities at junctions.
   3. This includes a specific focus on what opportunities there may be to enable shorter wait times for pedestrians. We are able to increase any ‘clearance’ times to address specific issues at any particular junctions and crossings, in addition to investigating any locations with longer waiting times. If there are particular locations where members of the Older People’s Network feel there are issues for elderly pedestrians or cyclists, we would be interested to hear about these such that we can consider this as part of future funding prioritisation; please contact the Urban Traffic Control team on gmutc@tfgm.com.
   4. In relation to dangerous and inconsiderate driving, our Greater Manchester Casualty Partnership are working closely with Greater Manchester Police, Highways England and Greater Manchester Fire Service to address the problems due to poor driving. Nadeem Mohamad manages this team at TfGM and can provide further information as required; he is contactable at nadeem.mohamad@tfgm.com.
3. *“The bus pass is a blessing, enables us all to get out and about and reduces congestion and pollution on the roads. Pollution is a serious problem - only when I am able to get out of Manchester does my chronic catarrh and sore throat stop for a few days.”*
   1. Air pollution is one of the biggest challenges facing our city region at present and it is one of the Mayor of Greater Manchester’s top priorities.
   2. The Greater Manchester Combined Authority and TfGM have worked together for a number of years to deliver interventions to reduce harmful emissions, and in January 2016 we published the GM Low Emissions Strategy and Air Quality Action Plan. We are now working on the implementation of these and we are working closely with other organisations such as Highways England and Public Health England to bring forward further initiatives as quickly as possible. We hope to make further announcements in early 2018.
   3. Following the publication of the Government’s Air Quality Plan we are working with the Joint Air Quality Unit (JAQU) and other cities regions to share ideas and good practice.  We are currently in the early stages of the Clean Air Plan feasibility work which aims to set out a package of measures to reduce dangerous emissions.  The feasibility work underway includes assessment of a wide range of options. We will be submitting a strategic outline case to JAQU by 31st March 2018 and the outline business case and full business case at the end of 2018.
   4. TfGM is also currently in the process of developing a Greater Manchester Cycling and Walking Strategy which we hope will contribute to tackling poor air quality by encouraging people to use more environmentally friendly ways of travel.
   5. We’re working closely with the GM Cycling & Walking Commissioner, local authority colleagues and other stakeholders to produce this.  Alongside this, the development of a Local Cycling and Walking Infrastructure Plan is also taking place.