

GREATER MANCHESTER TRANSPORT COMMITTEE

DATE: Friday 12 July 2019

TIME: 10.30 am

VENUE: Main Hall, Friends' Meeting House, Mount Street,
Manchester M2 5NS

- Nearest Metrolink stop – St Peter’s Square
<https://tfgm.com/public-transport/tram/stops/st-peters-square-tram>
- Public Wifi: Password welcome1
- Group Meetings will take place at 9.30am as follows:
Labour – Room G3
Conservative – Room F14
Liberal Democrats – Room F15

ANNUAL MEETING

1. **APOLOGIES**
2. **APPOINTMENT OF CHAIR FOR 2019/20**

To appoint a Chair.
3. **APPOINTMENT OF VICE-CHAIR(S) FOR 2019/20**

To appoint a Vice-Chair(s).

4. MEMBERSHIP FOR 2019/20

To note the membership of the Committee.

Members	Representing	Political Party
Stuart Haslam	Bolton	Conservative
Rishi Shori	Bury	Labour
Angeliki Stogia	Manchester	Labour
Naeem Hassan	Manchester	Labour
Ateeque Ur-Rehman	Oldham	Labour
Phil Burke	Rochdale	Labour
Roger Jones	Salford	Labour
David Meller (tbc)	Stockport	Labour
Warren Bray	Tameside	Labour
Steve Adshead	Trafford	Labour
Mark Aldred	Wigan	Labour
Sean Fielding	GMCA	Labour
Roy Walker	Mayoral appointment	Conservative
John Leech	Mayoral appointment	Liberal Democrat
Dzidra Noor	Mayoral appointment	Labour
Howard Sykes	Mayoral appointment	Liberal Democrat
Liam O'Rourke	Mayoral appointment	Labour
Barry Warner	Mayoral appointment	Labour
Doreen Dickinson	Mayoral appointment	Conservative
Peter Robinson	Mayoral appointment	Labour
Nathan Evans	Mayoral appointment	Conservative
Joanne Marshall (tbc)	Mayoral appointment	Labour

Substitutes	Representing	Political Party
Derek Bullock	Bolton	Conservative
Beth Mortenson	Bury	Labour
Basat Shiekh	Manchester	Labour
Eddy Newman	Manchester	Labour
Shah Wazir	Rochdale	Labour
Barrie Holland	Tameside	Labour
James Wright	Trafford	Labour
Carl Sweeney	Wigan	Labour
Allan Brett	GMCA	Labour
David Wilkinson	Mayoral appointment	Liberal Democrat
John Hudson	Mayoral appointment	Conservative
Linda Holt	Mayoral appointment	Conservative
Angie Clark	Mayoral appointment	Liberal Democrat

5.	MEMBER'S CODE OF CONDUCT	1 - 4
6.	ANNUAL DECLARATION OF INTEREST FORM	5 - 12
	To remind Members to complete an annual declaration of interest form, which will be published on the GMCA website.	
7.	TERMS OF REFERENCE AND RULES OF PROCEDURE	13 - 34
8.	APPOINTMENTS TO OUTSIDE BODIES	
	a) To appoint five members to the Greater Manchester Accessible Transport Board.	
	b) To appoint one member to the Low Carbon Hub Board.	

ORDINARY BUSINESS

9.	APOLOGIES	
10.	CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS	
11.	DECLARATIONS OF INTEREST	35 - 38
	To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer at the start of the meeting.	
12.	DRAFT TRANSPORT COMMITTEE WORK PROGRAMME	39 - 44
	Report of Sylvia Welsh, Principal Governance & Scrutiny Officer, GMCA	
	To comment on future items proposed for inclusion on the work programme for the GM Transport Committee.	
13.	GREATER MANCHESTER TRANSPORT COMMITTEE STRUCTURE (TO FOLLOW)	
	Report of Sylvia Welsh, Principal Governance & Scrutiny Officer, GMCA	
14.	DRAFT PROGRAMME OF MEETING DATES	
	Friday 13 September 2019	
	Friday 11 October 2019	
	Friday 22 November 2019	
15.	OUR NETWORK	45 - 52
	Report of Eamonn Boylan, Chief Executive, GMCA and TfGM	

16. TRANSPORT NETWORK PERFORMANCE 53 - 62
Report of Bob Morris, Chief Operating Officer, TfGM

17. FORTHCOMING CHANGES TO THE BUS NETWORK 63 - 92
Report of Alison Chew, Head of Bus Services, TfGM

18. EXCLUSION OF THE PRESS AND PUBLIC

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

PART B

19. FORTHCOMING CHANGES TO THE BUS NETWORK 93 - 96
Report of Alison Chew, Head of Bus Services, TfGM

For copies of papers and further information on this meeting please refer to the website www.greatermanchester-ca.gov.uk. Alternatively, contact the following Governance & Scrutiny Officer: Nicola Ward, Senior Governance and Scrutiny Officer Nicola.ward@greatermanchester-ca.gov.uk

This agenda was issued on 4 July 2019 on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU

SHORT GUIDE

GMCA CODE OF CONDUCT FOR MEMBERS

1. WHO

Mandatory for

The Mayor
Members of GMCA
Substitute Members of GMCA
Voting Co-opted Members of GMCA's committees
Appointed Members of Joint Committees

Voluntary for

Non-voting Co-opted Members of GMCA's committees
Elected members from GM districts when they represent GMCA

2. WHEN

Acting in your official capacity, and

In meetings of:

- GMCA; or
- GMCA's Committees or Sub-Committees, Joint Committees or Joint Sub-Committees

3. CONDUCT

General Principles

Selflessness: the public interest not personal gain

Integrity: avoid undue influences

Objectivity: decisions made on merit

Accountability: scrutiny is the norm

Openness: transparent decisions with reasons

Honesty: declare interests and avoid conflicts

Leadership: lead by example.

DO NOT

- Unlawfully discriminate
- Bully or be abusive
- Intimidate a complainant, a witness, or an investigator under the Code of Conduct
- Compromise the impartiality of GMCA's officers
- Disclose confidential information without authority
- Deny lawful access to information
- Bring GMCA into disrepute
- Abuse your position
- Use GMCA's resources improperly

DO

- Pay due regard to the advice of the Treasurer and Monitoring Officer
- Register your interests
- Declare your interests

INTERESTS

A. Pecuniary interests (you, your spouse or your partner)

Register within 28 days

- Employment or other paid office
- Sponsorship – payment in respect of expenses as a Member of GMCA, or election expenses.
- Contracts – between you/your partner (or a body in which you or your partner has a beneficial interest) and GMCA:
- Land you have an interest in within Greater Manchester
- Corporate Tenancies – where GMCA is the landlord you/your partner (or a body in which you or your partner has a beneficial interest) is the tenant
- Securities – you have a beneficial interest in securities of a body which has a place of business or land in the area of the GMCA

Do not speak or vote at a meeting on a matter in which you have a disclosable pecuniary interest

Disclose the interest at the meeting

Withdraw from the meeting

It is a criminal offence to fail to register disclosable pecuniary interests and to participate in any discussion or vote on a matter in which you have a disclosable pecuniary interest.

B. Other Interests

Personal Interests

You have a personal interest -

- If your well-being or financial position would be affected (i.e. more so than other ratepayers)
- If the well-being or financial position of somebody close to you would be affected or the organisations in which they are employed
- If the well-being or financial position of body referred to below would be affected
 - A body of which you are in a position of general control or management and to which you are appointed or nominated by GMCA;
 - A body of which you are in a position of general control or management which
 - i. exercises functions of a public nature;
 - ii. is directed to charitable purposes; or
 - iii. one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union),
 - the interests of any person from whom you have received a gift or hospitality with an estimated value of at least £100.

Disclose the interest at the meeting

You may speak and vote

C Prejudicial Interests

You have a prejudicial interest -

Where your personal interest is one which a member of the public would reasonably regard as so significant that it is likely to prejudice your judgement of the public interest and it:

- affects your financial position (or those persons or bodies referred to in section B above); or
- relates to the determining of any approval, consent, licence, permission or registration

Do not speak or vote at a meeting on a matter in which you have a prejudicial interest

Disclose the interest at the meeting

Withdraw from the meeting

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LOCALISM ACT 2011
GREATER MANCHESTER COMBINED AUTHORITY
(GMCA)
CODE OF CONDUCT FOR MEMBERS

**REGISTER OF MEMBERS' AND SUBSTITUTE MEMBERS' DISCLOSABLE
PECUNIARY INTERESTS (IN ACCORDANCE WITH SECTIONS 30 AND 31 OF THE
LOCALISM ACT 2011 AND THE RELEVANT AUTHORITIES (DISCLOSABLE
PECUNIARY INTERESTS) REGULATIONS 2012 (S.I. 2012 No. 1464)), AND
MEMBERS' AND SUBSTITUTE MEMBER'S PERSONAL INTERESTS IN
ACCORDANCE WITH PARAGRAPH 2.1 OF THE GMCA'S CODE OF CONDUCT FOR
MEMBERS**

I, _____ (INSERT NAME)

Being a Member of the GMCA give notice that I have set out at PART 1 below under the appropriate heading the disclosable personal interests that I am required to notify to the GMCA's Monitoring Officer in accordance with Sections 30 and 31 of the Localism Act 2011 and The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012 and/or by virtue of Rule 16 of the GMCA's Procedure Rules and that I have set out at PART 2 below the personal interests which I am required to notify to the GMCA's Monitoring Officer under Paragraphs 7.1 and 7.2 of the Code of Conduct for Members adopted by the GMCA at its meeting on 29 June 2018 and have put 'NONE' where I am not required to notify any disclosable personal interests or personal interests under any heading.

I am aware that in accordance with Section 30(3) of the Localism Act 2011, I am required to notify at PART 1 both my own disclosable personal interests and also any disclosable personal interests of

- (i) my spouse or civil partner,
 - (ii) a person with whom I am living as husband and wife, or
 - (iii) a person with whom I am living as if we were civil partners
- ("my Partner"), where I am aware that my Partner has the disclosable personal interest.

PART 1

DISCLOSABLE PECUNIARY INTERESTS

1. ANY EMPLOYMENT, OFFICE, TRADE, PROFESSION OR VOCATION CARRIED ON FOR PROFIT OR GAIN.

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NB: You need to include details of any employment or business in which you or your Partner are engaged. Employees should give the name of their employer. You should give the name of any company of which you or your Partner are a partner or remunerated director. Where you or your Partner hold an office, give the name of the person of the body which appointed you or your Partner (in the case of a teacher in a maintained school – the local education authority; in the case of an aided school – the school’s governing body)

2. SPONSORSHIP

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NB You must declare any payment or provision of any other financial benefit (other than from the GMCA) made or provided to you in respect of any expenses incurred by you in carrying out your duties as a Member / Substitute Member of the GMCA or one of its Committees, or towards your election expenses, within the period of 12 months ending with the day on which you give your notification to the GMCA’s Monitoring Officer for the purposes of Section 30(1) of the Localism Act 2011 and/or by virtue of Rule 18 of the GMCA’s Procedure Rules. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

3. CONTRACTS WITH THE GMCA

Member	Partner

NB You should describe all contracts of which you are aware, which are made between the GMCA and

- (i) either yourself or your Partner or
- (ii) a body in which you or your Partner have a beneficial interest (being a firm in which you or your Partner is a partner, or a body corporate of which you or your Partner is a director, or in the securities of which you or your partner have a beneficial interest),

which are not fully discharged and which are contracts under which goods or services are to be provided or works are to be executed.

Please note that the reference to "securities" means "shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

4. LAND IN THE AREA OF THE GMCA

Member	Partner

You should include any land (including houses, buildings or parts of buildings and any interests as mortgagee) within the GMCA's boundaries in which you or your Partner, either alone or jointly, have a proprietary interest for your or your Partner's benefit. You should give the address or brief description to identify it. **If you live within the GMCA's boundaries you should include your home under this heading** either as owner, lessee or tenant. You should also include any property from which you or your Partner receive rent, or of which you or your Partner are the mortgagee.

5. LICENCES TO OCCUPY LAND

Member	Partner

NB You should include any land (including buildings or parts of buildings) within the GMCA's boundaries which you or your Partner have a right to occupy for 28 days or longer (either alone or jointly with others). You should give the address or a brief description to identify it.

6. CORPORATE TENANCIES

Member	Partner

[NB You should list here any tenancies of properties of which you are aware, where the landlord is the GMCA and the tenant is a body in which you or your Partner have a beneficial interest (being a firm in which you or your Partner is a partner, or a body corporate of which you or your Partner is a director, or in the securities of which you or your partner have a beneficial interest).

7. SECURITIES

Member	Partner

- NB You should list here any beneficial interest of you or your Partner in securities of a body where –*
- (a) that body (to your knowledge) has a place of business or land within the GMCA's boundaries; and*
 - (b) either –*
 - (i) the total nominal value of the securities held by you or your Partner exceeds £25,000 or one hundredth of the total issued share capital of that body; or*
 - (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you or your Partner has a beneficial interest exceeds one hundredth of the total issued share capital of that class.*

Please note that the reference to "securities" means "shares, debentures, debenture stock, Loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

PART 2

PERSONAL INTERESTS

1. BODIES TO WHICH YOU ARE APPOINTED OR NOMINATED BY THE GMCA

NB You should record here details of your **position of general control or management**, in any –

- *Body to which you have been appointed or nominated by the GMCA as its representative.*

2. INTERESTS IN CHARITIES, SOCIETIES AND OTHER BODIES

NB You should record here details of your **position of general control or management**, in any –

- *Public authority or body exercising functions of a public nature;*
- *Company, industrial and provident society, charity, or body directed to charitable purposes. (Freemasons should include here membership of the Masonic Grand Charity)*
- *Body whose principal purposes include the influence of public policy, including party associations, trade union or professional association.*

3. GIFTS AND HOSPITALITY

You should list here any person from whom you have received a gift(s) or hospitality with an estimated value of at least £100 (including multiple gifts and/or hospitality with an aggregate value of at least £100 from the same person). You should provide a description of the gift(s) or hospitality and the person you believe to be the source of the gift(s) and hospitality (including accumulative gifts and/or hospitality).

You should list any such gifts or hospitality which you have received within whichever is the shortest of the period of 3 years or the period since you were first elected as a Member / Substitute Member of the GMCA.

I recognise that it can be a CRIMINAL OFFENCE under Section 34 of the Localism Act 2011 to:-

- i) fail to comply with the obligation to notify the GMCA's Monitoring Officer of any disclosable pecuniary interests as required by Section 30(1) of the Localism Act 2011;**
- ii) provide information in relation to disclosable pecuniary interests that is materially false or misleading, and**
- iii) fail to comply with the obligation to notify the GMCA's Monitoring Officer of any further disclosable pecuniary interests that require notification in accordance with Sections 30(2) and 30(3) of the Localism Act 2011.**

I authorise this information to be made available in the GMCA's Public Register of Member's / Substitute Member's Interests which will be published on the GMCA's website as required by Section 29(6)(b) of the Localism Act 2011.

Signed:

Date:

OFFICE USE ONLY

RECEIVED

Signed

Officer of the GMCA

Date

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Terms of Reference of the GM Transport Committee

TRANSPORT COMMITTEE

Terms of Reference

1. Overview

The Transport Committee, as a joint committee of the ten Greater Manchester district councils ('the Constituent Councils'), the GMCA and the Mayor, brings together the principal local transport decision-making bodies.

The primary role of the Transport Committee is not to replicate strategic decision-making functions, but to ensure that through its work, those bodies are able to make informed and co-ordinated decisions by being fully informed about the operation and performance of the transport system, its individual modes and the infrastructure it relies on, including the Key Route Network.

It also has an important role in helping shape the development of transport strategy and policies, and in advising the GMCA and the Mayor on specific transport issues, as directed by them. In relation to bus services, the Transport Committee will undertake the function of making decisions in relation to the supported bus network, which has been delegated by the Mayor.

In summary the three key areas of work for the Transport Committee will be to ensure:

- **Accountability:** active and regular monitoring of the performance of the transport network, including the Key Route Network, the operation of the GM Road Activities Permit Scheme, road safety activities, etc as well as all public transport modes. This role will include holding service operators, TfGM, highway authorities and transport infrastructure providers to public account, and to recommend appropriate action as appropriate;
- **Implementation:** oversee the delivery of agreed Local Transport Plan commitments. This includes the active oversight of the transport capital programme, and decisions over supported bus services network to be made within the context of policy and budgets set by the Mayor and the GMCA as appropriate; and
- **Policy Development:** undertake policy development on specific issues, as may be directed by the Mayor and / or the GMCA.

2. Transport functions of the Greater Manchester Combined Authority ('GMCA') referred to the Transport Committee

2.1 The following transport functions of the GMCA are not delegated but are referred by the GMCA or, as the case may be, the Mayor to the Transport Committee in order for the Transport Committee to make recommendations (where appropriate) to the GMCA or, as the case may be, the Mayor in respect of:

- (a) Considering proposals by TfGM to promote or oppose any Bill in Parliament pursuant to Section 10(1)(xxix) of the Transport Act 1968; and
- (b) Policy reviews and development on specific issues, undertaken by the Transport Committee on the direction of the Mayor and/or the GMCA.

3. Transport functions of the GMCA delegated to the Transport Committee

3.1 The following transport functions of the GMCA are delegated by the GMCA or, as the case may be, the Mayor to the Transport Committee, subject to the Transport Committee exercising these functions in accordance with any transport policies of the GMCA and the Mayor, the Local Transport Plan and the agreed transport budget and borrowing limits (and without prejudice to the GMCA's or, as the case may be, the Mayor's right to discharge such functions directly):

- (a) Monitoring and overseeing the activities and performance of TfGM (and where appropriate recommending that the GMCA exercise the power pursuant to Section 15(6) of the Transport Act 1968 to give to TfGM such directions as appear to the Transport Committee to be appropriate to secure the observance of the rights of the GMCA);
- (b) Ensuring that the TfGM secures the provision of appropriate public passenger transport services pursuant to Section 9A(3) of the Transport Act 1968;
- (c) Considering what local bus information should be made available, and the way in which it should be made available pursuant to Sections 139 to 143 of the Transport Act 2000;
- (d) Ensuring that the TfGM implements those actions delegated to it for promoting the economic, social and environmental well-being of Greater

Manchester and its residents pursuant to Section 99 of the Local Transport Act 2008;

- (e) Monitoring performance against the Local Transport Plan and other transport policies of the Mayor and the GMCA;
- (f) Formulating, developing and monitoring procedures for public consultation on the GMCA's and the Mayor's transport policies;
- (g) Active promotion of Greater Manchester's transport and travel interests as set by the GMCA and the Mayor;
- (h) Determining the operation, performance, contract management and development of tendered bus services, bus stations/stops, and passenger transport services;
- (i) Determining the operation, performance and development of the GMCA's accessible transport provision pursuant to Sections 106(1) and 106(2) of the Transport Act 1985; and
- (j) Monitoring the operation and performance of Metrolink, bus and local rail services and initiating appropriate action, including making recommendations to the GMCA and/or the Mayor.

3.2. The following transport functions of the GMCA, which are delegated by the Constituent Councils to the GMCA, are sub-delegated by the GMCA to the Transport Committee, subject to the Transport Committee exercising these functions in accordance with any transport policies of the GMCA or the Mayor, the Local Transport Plan and the GMCA's agreed transport budget and borrowing limits:

- (a) In respect of those functions:
 - (i) under section 23 of the Road Traffic Regulation Act 1984 (pedestrian crossings) so far as it relates to Pelican and Puffin crossings as defined by regulation 3(1) of the Zebra, Pelican and Puffin Crossings Regulations 1997; and
 - (ii) under section 65 (placing of traffic signs) of the Road Traffic Regulation Act 1984 so far as it relates to traffic signs that are traffic light signals where "traffic light signals" means a traffic sign of the

size, colour and type prescribed by any of the following regulations of the Traffic Signs Regulations 2002:

- Regulation 33 – Light signals for the control of vehicular traffic – standard form
- Regulation 34 – Green arrow light signals for the control of vehicular traffic
- Regulation 37 – Light signals for control of vehicular traffic entering or proceeding on motorways and all purpose dual carriageway
- Regulation 39 – Light signals to control traffic at level crossings etc.
- Regulation 41 – Light signals for the control of tramcars
- Regulation 44 – Light signals for lane control of Vehicular traffic
- Regulation 45 – Warning light signal for motorways and all-purpose dual carriageway roads
- Regulation 46 – Matrix signs for motorways and all purpose dual carriageway roads
- Regulation 47 – Light signals at signal controlled pedestrian facilities
- Regulation 48 – Light signals at equestrian crossings
- Regulation 49 – Light signals at toucan crossings
- Regulation 52 – Light signals for pedestrian traffic at level crossings

the GMCA delegates to the Transport Committee responsibility for:

- (i) Making recommendations to the GMCA in respect of:
 - the development of policies relating to the installation, maintenance, and management of Traffic Light Signals that take both strategic and local strategies and frameworks into account; and
 - the GMCA’s budget for Traffic Light Signals.
 - (ii) Making arrangements for the discharge of the functions to be carried out in relation to Traffic Light Signals by TfGM.
 - (iii) Monitoring and overseeing the activities and performance of TfGM in relation to the Traffic Light Signal function.
- (b) In respect of those functions under section 2 of the Road Traffic Reduction Act 1997 (“the Transport Studies Function”) the GMCA delegates to the Transport Committee responsibility for:

- (i) Making recommendations to the GMCA in respect of:
 - producing and updating policies in respect of the Transport Studies Function which are consistent with the Greater Manchester Strategy, the GM Local Transport Plan objectives and GMCA's and the Constituent Council's budgets;
 - settling budgets in respect of the Transport Studies Function
- (ii) Making arrangements for the discharge of the functions to be carried out in relation to the Transport Studies Function by TfGM.
- (iii) Monitoring and overseeing the activities and performance of TfGM in relation to the Transport Studies Function.

3.3 In respect of functions under section 39 (2) and (3) of the Road Traffic Act 1988 ('the road safety function'), which may be exercised concurrently with Constituent Councils, the GMCA delegates to the Transport Committee responsibility for:

- (a) Producing and developing policies in relation to the road safety function.
- (b) Drawing up budgets in relation to the road safety function insofar as it is exercised by the TfGM. Determining the tasks to be carried out in relation to the road safety function by TfGM.
- (c) Making recommendations to the GMCA and the Mayor in respect of the development of policies for the promotion and encouragement of safe transport to, from and within its area under s108 Transport Act 2000.
- (d) Monitoring and overseeing the activities and performance of TfGM.

4. Transport functions of the Constituent Councils delegated directly to the Transport Committee

4.1 The following transport related functions of the Constituent Councils will be delegated directly to the Transport Committee subject to the Transport Committee exercising these functions in accordance with any policies of the GMCA (as local transport authority), the Local Transport Plan and the terms of the delegation from the Constituent Councils:

- (a) Carrying out actions to facilitate the performance by local traffic authorities of their duty to manage their road traffic on their on their

own roads and facilitating the same on other local authorities' roads pursuant to Sections 16 and 17 (except for sub-sections 17 (2) and (3)) of the Traffic Management Act 2004, including in particular –

- (i) establishing processes for identifying things (including future occurrences) which are causing or have the potential to cause road congestion or other disruption to the movement of traffic on the road network;
 - (ii) determining specific policies and objectives in relation to strategic roads;
 - (iii) monitoring the effectiveness of traffic authorities in managing their road network.
- (b) Preparing and carrying out a programme of measures designed to promote road safety, including carrying out road safety studies, studies into accidents, accident prevention campaigns, the dissemination of information and advice relating to the use of roads and arranging for the giving of practical training to road users pursuant to Sections 39(2) and 39(3)(a) and (b) of the Road Traffic Act 1988.

5. GM Transport Committee – Other Provisions

5.1 The GM Transport Committee may establish sub-committees.

5.2 When establishing a sub-committee, the GM Transport Committee will determine -

- (i) the terms of reference of the sub-committee
- (ii) the size and membership of the sub-committee
- (iii) the Chair (and Vice-Chair, if any) of the sub-committee
- (iv) any delegated powers of the sub-committee
- (v) the period (where appropriate) for which the sub-committee will remain constituted.

5.3 Appointments to sub-committees will be made in accordance with the principles of political balance set out in Section 15(5) of the LGHA 1989.

5.4 The GM Transport Committee and any sub-committee of the GM Transport Committee may, in respect of a function delegated to the GM Transport Committee by the GMCA under the GM Transport Committee Terms of Reference arrange for its discharge by an officer of one of the Constituent Councils or by TfGM.

- 5.5 The GM Transport Committee and any sub-committee of the GM Transport Committee may, in respect of a Mayoral Transport Function listed in Schedule 2 of the GMCA Transport Order which the Mayor has delegated to the GM Transport Committee under the GM Transport Committee Terms of Reference arrange for its discharge by an officer of one of the Constituent Councils or by TfGM.
- 5.6 The GM Transport Committee and any sub-committee of the GM Transport Committee may, in respect of a function delegated to them by the Constituent Councils under the GM Transport Committee Terms of Reference, arrange for its discharge by an officer of one of the Constituent Councils and may enter into agreements with TfGM for the provision of services by TfGM.
- 5.7 The GM Transport Committee will establish a scheme of delegation to sub-committees and officers and will review the scheme annually.
- 5.8 The GM Transport Committee will conduct its business in accordance with this Agreement, including the Rules of Procedure set out in Schedule 1.

SCHEDULE 1

GM Transport Committee

Rules of Procedure

1. *Interpretation, Suspension and Variation/Revocation of Rules of Procedure*
 - 1.1 The ruling of the Chair on the interpretation of these Rules in relation to all questions of order and matters arising in debate shall be final.
 - 1.2 References in these Rules to the “Chair” means the member of the GM Transport Committee for the time being presiding at the meeting of the GM Transport Committee , and a meeting of the GM Transport Committee. References in these Rules to the “Secretary” means the officer of the GMCA who is appointed to discharge the role of the Secretary to the GM Transport Committee.
 - 1.3 These Rules shall apply to the GM Transport Committee and any Sub Committee of the GM Transport Committee , and any reference to the GM Transport Committee shall accordingly include reference to a Sub Committee of the GM Transport Committee.
 - 1.4* Except for those provisions which accord with the provisions of the Local Government Acts (and which are indicated with an asterisk *) any Rule may be suspended at a meeting of the GM Transport Committee with the consent of the majority of the whole number of members of the GM Transport Committee but not otherwise.
 - 1.5* These Rules (except for those Rules marked with asterisk*) may be varied or revoked by a decision of a two-thirds majority of the GM Transport Committee and any motion to vary or revoke any of these Rules shall, when proposed and seconded, stand adjourned without discussion to the next ordinary meeting of the GM Transport Committee which shall determine the matter having considered a report of the secretary to the GM Transport Committee on the proposed variation or revocation.
2. *Chair and Vice-Chairs*
 - 2.1* The Chair of the GM Transport Committee will be appointed annually by the Mayor from among its members and shall, unless they resign, cease to be

members of the GM Transport Committee or become disqualified, act until their successor becomes entitled to act as Chair.

- 2.2* The appointment of the Chair, for recommendation to the Mayor shall be the first business transacted at the Annual Meeting of the GM Transport Committee.

- 2.3* On a vacancy arising in the office of Chair for whatever reason, the GM Transport Committee shall recommend an appointment to fill the vacancy at the next ordinary meeting of the GM Transport Committee held after the date on which the vacancy occurs, or, if that meeting is held within 14 days after that date, then not later than the next following meeting. The member appointed shall hold such office for the remainder of the year in which such vacancy occurred.

3. Meetings

- 3.1* The Annual Meeting of the GM Transport Committee shall be held in June or the month after local elections on a date and at a time determined by the GM Transport Committee.

- 3.2* Ordinary meetings of the GM Transport Committee TfGMC for the transaction of general business shall be held on such dates and at such times as the GM Transport Committee shall determine.

- 3.3* An Extraordinary Meeting of the GM Transport Committee may be called at any time by the Chair .

4. Notice of Meetings

- 4.1 At least five clear days before a meeting of the GM Transport Committee or one of its Sub Committees:
- (a) notice of the time and place of the intended meeting shall be published by the Secretary and posted at Churchgate House, Oxford Street, Manchester, M1 6EU; and
 - (b) a summons to attend the meeting, specifying an agenda for the meeting, shall be sent by electronic email to the usual email address of each member of the GM Transport Committee, or any other email address notified to the Secretary by a member of the GM Transport Committee.
- 4.2* Lack of service on a member of the GM Transport Committee of the summons shall not affect the validity of a meeting of the GM Transport Committee.
- 4.3* A member of the GM Transport Committee may require a particular item of business, including any motion, which is relevant to the powers of the GM Transport Committee, to be discussed at an ordinary meeting of the GM Transport Committee subject to at least eight clear days notice of such intention being given to the Secretary in writing, signed by the member concerned and specifying the business to be discussed. The Secretary shall set out in the agenda for each meeting of the GM Transport Committee the items of business requested by members (if any) in the order in which they have been received, unless the member concerned has given prior written notice to the Secretary prior to the issue of the agenda for the meeting, for it to be withdrawn. If the member concerned is not present at the meeting when an item of which they have given notice comes up for discussion, this item shall, unless the GM Transport Committee decides otherwise, be treated as withdrawn. A member shall not have more than one item of business, or motion, standing in their name to be discussed at any meeting of the GM Transport Committee.
- 4.4 No motion by way of notice to rescind any resolution which has been passed within the preceding six months, nor any motion by way of notice to the same effect as any motion which has been negatived within the preceding six months, shall be in order, unless the notice thereof shall have been given in time for inclusion on the agenda for the meeting, in accordance with paragraph 4.3 above, and the notice shall have been signed by four other members in addition to the member who is to propose the motion.
- 4.5* Except in the case of business required by these Rules to be transacted at a meeting of the GM Transport Committee, and other business brought before the meeting as a matter of urgency, and of which the Secretary shall have prior

notice and which the Chair considers should be discussed at the meeting, no business shall be transacted at a meeting of the GM Transport Committee other than that specified in the agenda for the meeting.

5. *Chair of Meeting*

5.1* At each meeting of the GM Transport Committee the Chair, if present, shall preside.

5.2* If the Chair is absent from a meeting of the TfGMC, the Secretary shall invite the members present to elect a member to preside for the duration of the meeting or until such time as the Chair joins the meeting.

5.3 Any power or function of the Chair in relation to the conduct of a meeting shall be exercised by the person presiding at the meeting.

6. *Quorum*

6.1* No business shall be transacted at any meeting of the full GM Transport Committee unless at least 8 of the members are present).

6.2* The quorum for any meeting of a Sub Committee of the GM Transport Committee shall be one third of the membership of that body.

6.3 If at the time for which a meeting is called, and for 15 minutes thereafter, a quorum is not present, then no meeting shall take place.

6.4 If during any meeting of the GM Transport Committee the Chair, after counting the number of members present, declares that there is not a quorum present, the meeting shall stand adjourned to a time fixed by the Chair. If there is no quorum and the Chair does not fix a time for the reconvened meeting, the meeting shall stand adjourned to the next ordinary meeting of the GM Transport Committee.

7. *Order of Business*

7.1 At every meeting of the GM Transport Committee the order of business shall be to select a person to preside if the Chair is absent and thereafter shall be in accordance with the order specified in the agenda for the meeting, except that such order may be varied -

(a) by the Chair at his/her discretion, or

- (b) on a request agreed to by the GM Transport Committee .

7.2 The Chair may bring before the GM Transport Committee at their discretion any matter that they consider appropriate to bring before the GM Transport Committee as a matter of urgency.

8. *Submission of Sub Committee Proceedings*

8.1 Except where a Sub Committee appointed by the GM Transport Committee is acting under delegated authority, the Minutes of the proceedings of each of the GM Transport Committee's Sub Committees shall be submitted to the GM Transport Committee for confirmation. Confirmation by the GM Transport Committee of those Minutes shall constitute approval of the proceedings of those Sub Committees.

8.2 The Chair of a Sub Committee, or other member of the Sub Committee acting in their place, shall deal with matters arising during any debate on the proceedings of the Sub Committee.

8.3 A Chair of a Sub Committee, or other member of the Sub Committee acting in their place, may, with the consent of the GM Transport Committee, withdraw any item on the Minutes of that Sub Committee, or correct any factual inaccuracy, which might otherwise result in the GM Transport Committee being misinformed on any item in the Sub Committee's Minutes.

8.4 When considering the Minutes of the proceedings, no motion or amendment shall be made or proposed, or any discussion allowed upon any matter which, although within the province of the Sub Committee, does not appear in the Minutes of the proceedings.

9. **Rules of Debate**

Motions

9.1 A Motion (or amendment) shall not be discussed unless it has been proposed and seconded. It shall, if required by the Chair, be put in writing and handed to the Chair, who shall determine whether it is in order before it is further discussed or put to the meeting.

9.2 A member when seconding a Motion or amendment may, if they then declare their intention to do so, reserve their speech until a later period of the debate. No member may, except at the discretion of the Chair, address the GM Transport Committee more than once on any Motion. The mover of the original Motion may reply but shall confine such reply to answering previous

speakers and shall not introduce any new matter into the debate. After the reply the question shall be put forthwith.

9.3 A member when speaking shall address the Chair. If two or more members signify their desire to speak, the Chair shall call on one to speak: the other or others shall then remain silent. While a member is speaking no other member shall intervene unless to raise a point of order or by way of personal explanation.

9.4 A member shall direct his/her speech to the question under discussion or to a personal explanation or to a point of order. No speech shall exceed five minutes except by consent of the Chair.

Amendments to Motions

9.5 An amendment shall be relevant to the Motion and shall be either:-

- (a) to refer a subject of debate to a Sub Committee for consideration or reconsideration: or
- (b)
 - (i) to leave out words from the Motion:
 - (ii) to leave out words from, and insert or add others to, the Motion:
 - (iii) to insert words in, or add words to, the Motion:

but such omission, insertion or addition of words shall not have the effect of negating the Motion before the GM Transport Committee.

9.6 Only one amendment may be moved and discussed at a time and no further amendment shall be moved until the amendment under discussion has been disposed of. The mover of an amendment shall read the same before speaking to it.

9.7 If an amendment is negated, other amendments may be moved on the original Motion. If an amendment is carried, the Motion as amended shall take the place of the original Motion and shall become the substantive Motion upon which any further amendment may be moved, except any amendment which would be inconsistent with that already carried. The right of reply under paragraph 9.2 above shall not extend to the mover of an amendment which, having been carried, has become the substantive Motion. No member shall move more than one amendment on any Motion.

9.8 A member may, with the consent of the GM Transport Committee, signified without discussion:-

- (a) alter a Motion of which they have given notice; or

- (b) with the consent of their seconder alter a Motion which they have moved:

if in either case the alteration is one which could be made as an amendment thereto.

9.9 A Motion or amendment may be withdrawn by the mover with the consent of the GM Transport Committee (which shall be signified without discussion) and no member may speak upon it after the mover has asked permission for its withdrawal, unless such permission has been refused.

9.10 When a Motion is under debate no other Motion shall be moved except the following:-

- (a) That the Motion be amended
- (b) That the GM Transport Committee proceed to the next business
- (c) That the question be put
- (d) That the debate be adjourned
- (e) That the meeting be adjourned
- (f) That the member named be warned
- (g) (By the Chair under paragraph 11.2 below) That the member named leave the meeting, or
- (h) That the press and public be excluded (in accordance with Section 100A of the Local Government Act, 1972).

9.11 A member who has not already spoken on the item under consideration may move without comment at the conclusion of a speech of another member "That the GM Transport Committee proceed to the next business", "That the question be put", "That the debate be adjourned" or "That this meeting of the GM Transport Committee be adjourned" and on the seconding of that Motion the Chair shall proceed as follows:

- (a) on a Motion to proceed to the next business, unless in their opinion the original Motion or amendment has been insufficiently discussed, they shall first give the mover of the original Motion a right of reply, and then put to the vote the Motion to proceed to the next business; if this latter Motion is carried, the original Motion or amendment under discussion shall be deemed to be withdrawn.
- (b) on a Motion that the question be put, unless in their opinion the Motion or amendment before the meeting has not been sufficiently discussed, they shall first put to the vote the Motion that the question be put and, if it is carried, they shall then give the mover of the original Motion their right of reply under paragraph 9.2 above, before putting the Motion or any amendment then under discussion to the vote.

- (c) on a Motion to adjourn the debate, if, in the Chair's opinion, the Motion or amendment before the meeting has not been sufficiently discussed, and cannot reasonably be sufficiently discussed on that occasion, they shall put to the vote a Motion to adjourn the debate to the next meeting of the GM Transport Committee, or to a time stated, without giving the mover of the original Motion their right of reply on that occasion; if the adjournment Motion is carried, then, on the resumption of the debate, the Chair shall reintroduce the Motion or amendment before the meeting at the time the debate was adjourned, and the member who moved the adjournment of the debate shall be entitled to speak first.
- (d) on a Motion to adjourn a meeting of the GM Transport Committee until a specified date and time, the Chair shall forthwith put such a Motion to the vote without giving any right of reply to the mover of any Motion under discussion and, if the Motion is carried, the remaining business of the day shall stand adjourned until the date and time stated in the Motion. On the resumption of the meeting of the GM Transport Committee the procedure in paragraph 9.11(c) above shall apply.

9.12 No member may move any of the Motions in paragraph 9.11 above on more than one occasion at each meeting and, when such a Motion is not carried, a second Motion of the like nature shall not be made within half an hour unless, in the opinion of the Chair, the circumstances of the question are materially altered.

Points of Order

9.13 A member may, with the permission of the Chair, raise a point of order or in personal explanation, and shall be entitled to be heard forthwith. A point of order shall relate only to an alleged breach of the Rules of Procedure or statutory provision and the member shall specify which part of the Rules of Procedure or statutory provision and the way in which they consider it has been broken. A personal explanation shall be confined to some material part of a former speech by the member which they consider to have been misunderstood in the present debate.

9.14 The ruling of the Chair on a point of order, or the admissibility of a personal explanation, shall not be open to discussion.

9.15 Whenever the Chair intervenes during a debate a member then speaking or offering to speak shall give way.

Motion to exclude the Press and Public

9.16 A Motion to exclude the press and public in accordance with Section 100A of the Local Government Act, 1972 may be moved, without notice, at any meeting of the GM Transport Committee during an item of business whenever it is likely that if members of the public were present during that item there would be disclosure to them of confidential or exempt information as defined in Section 100A of the 1972 Act.

10. Voting

10.1 Whenever a vote is taken at meetings of the GM Transport Committee it shall be by a show of hands. On the requisition of any member of the GM Transport Committee, supported by four other members who signify their support by rising in their places, and before the vote is taken, the voting on any question shall be recorded so as to show whether each member present gave their vote for or against that question or abstained from voting.

10.2* In the case of an equality of votes, the Chair shall have a second, or casting, vote.

10.3* A member may demand that his/her vote be recorded in the Minutes of the meeting.

11. Conduct of Members at meetings

11.1 If at a meeting any member of the GM Transport Committee, misconducts him or herself by persistently disregarding the ruling of the Chair, or by behaving irregularly, improperly or offensively, or by wilfully obstructing the business of the GM Transport Committee, the Chair or any other member may move "That the member named be warned" and the Motion if seconded shall be put and determined without discussion.

11.2 If the member named continues such misconduct after a Motion under the foregoing paragraph has been carried, the Chair shall either:-

- (a) move "That the member named leave the meeting" (in which case the Motion shall be put and determined without seconding or discussion); and
- (b) adjourn the meeting of the GM Transport Committee for such period as they consider expedient.

11.3 In the event of general disturbance, which in the opinion of the Chair, renders the due and orderly dispatch of business impossible the Chair, in addition to any other power vested in him or her may, without question put, adjourn the meeting of the GM Transport Committee for such period as he or she considers expedient.

12. Disturbance by Members of the Public

12.1 If a member of the public interrupts the proceedings at any meeting the Chair shall warn him or her. If they continue the interruption the Chair shall order his or her removal from the room. In the case of general disturbance in any part of the room open to the public the Chair shall order that part to be cleared.

13. Interests of Members

13.1* A member must have regard to the Code of Conduct for Members of the local authority for which they are an elected member and their obligations in relation to the disclosures of, and possible withdrawal from a meeting, for reason of personal and prejudicial interests.

14. Appointment of Sub Committees

14.1 The GM Transport Committee shall at the Annual Meeting appoint such Sub Committees as it has at that, or any earlier meeting, resolved to establish; may, at any time, appoint such other Sub Committees as are necessary to carry out the work of the GM Transport Committee; and may, at any time, dissolve a Sub Committee or alter its membership.

14.2 The terms of reference of Sub Committees shall be approved by the GM Transport Committee and shall be subject to review at each Annual Meeting.

14.3 The GM Transport Committee shall at each Annual Meeting, or whenever there is a vacancy in such office, appoint the Chair of each Sub Committee.

14.4 The GM Transport Committee may at any time remove a member from the office of a Sub Committee and appoint another member to fill the resultant vacancy.

14.5 A member may resign from the office of Chair of a Sub Committee by notice in writing delivered to the Secretary, the resignation to take effect from the time of receipt of such notice.

14.6 Wherever possible, a programme of dates and times of Sub Committee meetings for the ensuing year shall be approved at the Annual Meeting of the GM Transport Committee, or, on the first appointment of a Sub Committee, at any other meeting of the GM Transport Committee. Such a programme shall, however, be capable of variation by the GM Transport Committee, and, in case of urgency, by the Chair of the Sub Committee.

14.7 GM Transport Committee members may attend a meeting of any Sub Committee of which they are not a member, but shall not, without the consent

of the Chair, take part in any proceedings. They shall not, in any event, move any Motion or amendment, or vote at such a meeting. Such members may attend a Sub Committee meeting during consideration of any business indicated on the agenda as likely to be considered when the public have been excluded, provided advance written notice has been given to the Secretary of the member's intention to attend for the discussion of such business, and his or her reasons for so doing.

14.8 A member of the GM Transport Committee who has moved a Motion that has been referred to any Sub Committee shall have notice of the meeting of the Sub Committee at which it is proposed to consider the Motion. They shall have the right to attend the meeting and if the member attends, they shall be afforded an opportunity of explaining the Motion.

15. Publication of Reports

15.1* Reports or other documents for the consideration of the GM Transport Committee or a Sub Committee shall be marked "Private & Confidential Not for Publication" only if the Secretary, as Proper Officer under Section 100B(2) of the Local Government Act 1972 determines that this should be done on one or more of the grounds specified in the Act.

15.2 A Member of the GM Transport Committee or a member of the public may request that an item of business containing exempt information should be taken in public and such a request should be dealt with by the meeting at which the item is to be considered in private as the first item on the agenda. The procedure for dealing with such requests is set out in Rules 16 and 17 below.

15.3* Copies of the agenda of meetings of the GM Transport Committee or its Sub Committees, including prints of reports or other documents to be submitted to the GM Transport Committee or Sub Committees (other than reports or other documents marked "Not for Publication") shall be furnished prior to the meeting to representatives of the press, radio and television and shall also be furnished at the meeting to members of the public attending such meetings. Such documents shall also be made available for public inspection, at least five clear days before any meeting, at Churchgate House, Oxford Street, the Town Hall, Manchester, M1 6EU.

15.4* Where an item or report has been added to an agenda, any revised agenda or additional report shall be available for public inspection as soon as the item or report has been added to the agenda, provided copies are also, at that time, available to members of the .

16. Access to Information Procedure Rules

16.1 Except as otherwise indicated, these rules apply to all meetings of the GM Transport Committee and its Sub Committees.

16.2 The Rules in Section 16 do not affect any more specific rights to information contained elsewhere in these Rules of Procedure or the law.

16.3 The GM Transport Committee will supply copies of:

- (a) any agenda and reports that are open to public inspection;
- (b) any further statements or particulars, if any, as are necessary to indicate the nature of the items in the agenda; and
- (c) if the Secretary thinks fit, copies of any other documents supplied to members in connection with an item

to any person on payment of a charge for postage and any other costs.

16.4 The GM Transport Committee will make available copies of the following for six years after a meeting:

- (a) the minutes of the meeting, excluding any part of the minutes of proceedings when the meeting was not open to the public or which disclose exempt or confidential information;
- (b) a summary of any proceedings not open to the public where the minutes open to inspection would not provide a reasonably fair and coherent record;
- (c) the agenda for the meeting;
- (d) reports relating to items when the meeting was open to the public.

16.5 The relevant Chief Officer will set out in every report a list of those documents (called background papers) relating to the subject matter of the report that in his/her opinion:

- (a) disclose any facts or matters on which the report or an important part of the report is based; and
- (b) which have been relied on to a material extent in preparing the report but does not include published works or those which disclose exempt or confidential information.

17. Exclusion of access by the public to meetings

- (a) *Confidential information – requirement to exclude public*

17.1 The public must be excluded from meetings whenever it is likely in view of the nature of the business to be transacted or the nature of the proceedings that confidential information would be disclosed.

17.2 Where the meeting will determine any person's civil rights or obligations, or adversely affect their possessions, Article 6 of the Human Rights Act establishes a presumption that the meeting will be held in public unless a private hearing is necessary for one of the reasons stated in Article 6.

(b) Meaning of confidential information

17.3 Confidential information means information given to the GM Transport Committee by a Government department on terms that forbid its public disclosure or information that cannot be publicly disclosed by reason of a Court Order or any enactment.

(c) Meaning of exempt information

17.4 Exempt information means information falling within the following categories (subject to any qualifications):

- (i) information relating to any individual;
- (ii) information which is likely to reveal the identity of any individual;
- (iii) information relating to the financial or business affairs of any particular person (including the authority holding that information);
- (iv) information relating to any consultations or negotiations, or contemplated consultations or negotiations in connection with any labour relations matter arising between the GM Transport Committee or a Minister of the Crown and employees of, or office holders under, the GM Transport Committee;
- (v) information in respect of which a claim to legal professional privilege could be maintained in legal proceedings;
- (vi) information which reveals that the GM Transport Committee proposes a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or b) to make an order or direction under any enactment;
- (vii) information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

(e) Exclusion of Access by the public to reports

17.5 If the Secretary thinks fit, the GM Transport Committee may exclude access by the public to reports which in his/her opinion relate to items during which the meeting is likely not to be open to the public. Such reports will be marked "Not for Publication" together with the category of information likely to be disclosed.

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GM Transport Committee on 12 July 2019

Declaration of Councillors' interests in items appearing on the agenda

NAME: _____

Minute Item No. / Agenda Item No.	Nature of Interest	Type of Interest
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary

PLEASE NOTE SHOULD YOU HAVE A PERSONAL INTEREST THAT IS PREJUDICIAL IN AN ITEM ON THE AGENDA, YOU SHOULD LEAVE THE ROOM FOR THE DURATION OF THE DISCUSSION & THE VOTING THEREON.

QUICK GUIDE TO DECLARING INTERESTS AT GMCA MEETINGS

This is a summary of the rules around declaring interests at meetings. It does not replace the Member's Code of Conduct, the full description can be found in the GMCA's constitution Part 7A.

Your personal interests must be registered on the GMCA's Annual Register within 28 days of your appointment onto a GMCA committee and any changes to these interests must notified within 28 days. Personal interests that should be on the register include:

- Bodies to which you have been appointed by the GMCA
- Your membership of bodies exercising functions of a public nature, including charities, societies, political parties or trade unions.

You are also legally bound to disclose the following information called DISCLOSABLE PERSONAL INTERESTS which includes:

- You, and your partner's business interests (eg employment, trade, profession, contracts, or any company with which you are associated)
- You and your partner's wider financial interests (eg trust funds, investments, and assets including land and property).
- Any sponsorship you receive.

FAILURE TO DISCLOSE THIS INFORMATION IS A CRIMINAL OFFENCE

STEP ONE: ESTABLISH WHETHER YOU HAVE AN INTEREST IN THE BUSINESS OF THE AGENDA

If the answer to that question is 'No' – then that is the end of the matter. If the answer is 'Yes' or Very Likely' then you must go on to consider if that personal interest can be construed as being a prejudicial interest.

STEP TWO: DETERMINING IF YOUR INTEREST PREJUDICIAL?

A personal interest becomes a prejudicial interest:

- where the well being, or financial position of you, your partner, members of your family, or people with whom you have a close association (people who are more than just an acquaintance) are likely to be affected by the business of the meeting more than it would affect most people in the area.
- the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice your judgement of the public interest.

FOR A NON PREJUDICIAL INTEREST**YOU MUST**

- Notify the governance officer for the meeting as soon as you realise you have an interest
- Inform the meeting that you have a personal interest and the nature of the interest
- Fill in the declarations of interest form

TO NOTE:

- You may remain in the room and speak and vote on the matter
- If your interest relates to a body to which the GMCA has appointed you to you only have to inform the meeting of that interest if you speak on the matter.

FOR PREJUDICIAL INTERESTS**YOU MUST**

- Notify the governance officer for the meeting as soon as you realise you have a prejudicial interest (before or during the meeting)
- Inform the meeting that you have a prejudicial interest and the nature of the interest
- Fill in the declarations of interest form
- Leave the meeting while that item of business is discussed
- Make sure the interest is recorded on your annual register of interests form if it relates to you or your partner's business or financial affairs. If it is not on the Register update it within 28 days of the interest becoming apparent.

YOU MUST NOT:

- participate in any discussion of the business at the meeting, or if you become aware of your disclosable pecuniary interest during the meeting participate further in any discussion of the business,
- participate in any vote or further vote taken on the matter at the meeting

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Greater Manchester Transport Committee – Draft Work Programme 2019

The table below suggests the Committee’s work programme from July to November 2019. Members are invited to further develop, review and agree topics which they would like to consider. The work programme will be reviewed and updated following regularly to ensure that the Committee’s work remains current.

The key functions of the Committee are –

- **Accountability:** active and regular monitoring of the performance of the transport network, including the Key Route Network, the operation of the GM Road Activities Permit Scheme, road safety activities, etc as well as all public transport modes. This role will include holding service operators, TfGM, highway authorities and transport infrastructure providers to public account, and to recommend appropriate action as appropriate;
- **Implementation:** oversee the delivery of agreed Local Transport Plan commitments. This includes the active oversight of the transport capital programme, and decisions over supported bus services network to be made within the context of policy and budgets set by the Mayor and the GMCA as appropriate; and
- **Policy Development:** undertake policy development on specific issues, as may be directed by the Mayor and / or the GMCA.

MEETING DATE	TOPIC	CONTACT OFFICER	REMIT	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
July 2019	Forthcoming Changes to the Bus Network and Review of Subsidised Bus Services Budget	Alison Chew and Nick Roberts, TfGM	To note forthcoming changes to the bus network and to review and make decisions relating to supported bus services within the context of policy and budgets set by the Mayor and GMCA as appropriate.	Implementation
	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public	Accountability

MEETING DATE	TOPIC	CONTACT OFFICER	REMIT	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
			account and to recommend appropriate action.	
	Our Network	Eamonn Boylan, TfGM	To present 'Our Network', a shared vision towards an integrated transport network for Greater Manchester in 2029.	Implementation
September 2019	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability
	Forthcoming Changes to the Bus Network and Review of Subsidised Bus Services Budget	Alison Chew and Nick Roberts, TfGM	To note forthcoming changes to the bus network and to review and make decisions relating to supported bus services within the context of policy and budgets set by the Mayor and GMCA as appropriate.	Implementation
	2040 Delivery Plan Annual Progress Report	Simon Warburton, TfGM	To receive an update and comment on the 2040 Delivery Plan.	Policy development
	Rail Prospectus	Bob Morris, TfGM	To note, comment and give direction on the development of the Greater Manchester Rail Prospectus.	Policy development
October 2019	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability

MEETING DATE	TOPIC	CONTACT OFFICER	REMIT	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
	Metrolink Annual Performance Report	Danny Vaughan, TfGM	Annual deep dive report on Metrolink Performance.	Accountability
	Rail Annual Performance Report	Simon Elliot, TfGM	Annual deep dive report on Rail Performance.	Accountability
November 2019	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability
	Forthcoming Changes to the Bus Network and Review of Subsidised Bus Services Budget	Alison Chew and Nick Roberts, TfGM	To note forthcoming changes to the bus network and to review and make decisions relating to supported bus services within the context of policy and budgets set by the Mayor and GMCA as appropriate.	Implementation
	Fares and Ticketing	Kate Brown and Stephen Rhodes, TfGM	To note and comment on the development of the Fares and Ticketing Roadmap including Smart Ticketing, Contactless and Concessions.	Policy development
	Mayoral Update	Andy Burnham, Mayor of Greater Manchester	Report from the Mayor in his role as GMCA Transport Portfolio Holder.	Implementation
January 2020	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability

MEETING DATE	TOPIC	CONTACT OFFICER	REMIT	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
	Forthcoming Changes to the Bus Network and Review of Subsidised Bus Services Budget	Alison Chew and Nick Roberts, TfGM	To note forthcoming changes to the bus network and to review and make decisions relating to supported bus services within the context of policy and budgets set by the Mayor and GMCA as appropriate.	Implementation
	Bus Annual Performance Report	Alison Chew, TfGM	Annual deep dive report on Bus Performance.	Accountability
	Passenger Satisfaction Report	Stephen Rhodes, TfGM	Report on the findings of the annual passenger surveys.	Accountability
February 2020	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability
	Forthcoming Changes to the Bus Network and Review of Subsidised Bus Services Budget	Alison Chew and Nick Roberts, TfGM	To note forthcoming changes to the bus network and to review and make decisions relating to supported bus services within the context of policy and budgets set by the Mayor and GMCA as appropriate.	Implementation
	Transport Capital Programme Update	Alex Cropper and Chris Barnes, TfGM	To receive an update and comment on the transport capital programme.	Implementation
	Delivering a Healthy Transport Network	TfGM	To receive a report on the delivery of the 2040 Strategy principle of a healthy network, specifically looking at how transport is	Policy development

MEETING DATE	TOPIC	CONTACT OFFICER	REMIT	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
			impacting on health inequalities across GM.	
To be scheduled	Highways Annual Performance Report	Peter Boulton, TfGM	Annual deep dive report on the performance of the GM road network. To include road safety.	Accountability
	Annual Crime and Anti-social Behaviour Report	Alex Cropper, TfGM	Annual deep dive report on crime and ASB on the transport network	Accountability
	Congestion Deal Update	Bob Morris, TfGM	To consider progress against the Congestion Deal measures including work with local authorities.	Implementation
	Made to Move Update	Chris Boardman, GM Cycling & Walking Commissioner	To receive a report from the Greater Manchester Cycling & Walking Commissioner. To give a further opportunity for members to receive information about the cycling and walking scheme at Waltham Forest.	Implementation
	Manchester Airport Transformation Plan and surface transport	Simon Warburton, TfGM	To receive an update from Manchester Airport about their transformation plan and on surface transport issues.	Implementation
	High Speed 2/Northern Powerhouse Rail Update - Transport for the North and HS2 to attend	Simon Warburton and Martin Lax, TfGM	To receive a programme update on plans for HS2/NPR as they relate to Greater Manchester.	Implementation

MEETING DATE	TOPIC	CONTACT OFFICER	REMIT	ALLIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
	Age Friendly Transport Update	Kate Brown, TfGM	Update on how transport is supporting older people.	Policy development
	Taxi licensing	Kate Brown, TfGM	To provide an update on the plans to regulate taxi standards	Policy development
	Streets for All Strategy	Nicola Kane, TfGM	To receive a report and comment on the developing strategy (which is a sub-set of the 2040 Transport Strategy).	Policy development
	Travel Information	Stephen Rhodes, TfGM	To receive an update on the implementation of real time information for bus services	Policy development

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 12 July 2019

Subject: Our Network - Update

Report of: Eamonn Boylan, Chief Executive, GMCA and TfGM

PURPOSE OF REPORT

To present 'Our Network', a shared vision towards an integrated transport network for Greater Manchester in 2029.

RECOMMENDATIONS

- i. The Committee is asked to comment on the Our Network vision and consider how it wishes to oversee the delivery of an integrated transport network for Greater Manchester as part of its work programme.

CONTACT OFFICERS:

Eamonn Boylan	Chief Executive, TfGM and GMCA	e.boylan@greatermanchester-ca.gov.uk
Kate Brown	Director of Corporate Affairs, TfGM	kate.brown@tfgm.com

Risk Management – n/a

Legal Considerations – n/a

Financial Consequences – Revenue – n/a

Financial Consequences – Capital – n/a

Number of attachments included in the report: Nil

BACKGROUND PAPERS:

Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025), Greater Manchester Combined Authority January 2019

Greater Manchester 2040 Transport Strategy 2040

<https://downloads.contentful.com/nv7y93idf4jq/7FiejTsJ68eaa8wQw8MiWw/bc4f3a45f6685148eba2acb618c2424f/03. GM 2040 TS Full.pdf>

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		None
GMTC	Overview & Scrutiny Committee	
n/a	n/a	

1. OUR NETWORK

- 1.1 On 24 June, the Mayor of Greater Manchester launched 'Our Network' – a ten-year plan to create an integrated, modern and accessible public transport system. Our Network is a visual representation of the 2040 Strategy and five year delivery plan developed with the 10 Councils and the GM Local Enterprise Partnership – and in conjunction with the Greater Manchester Plan for Jobs, Homes and the Environment. Our Network is an integral part to achieve the vision set out in Our People, Our Place: the Greater Manchester Strategy for Greater Manchester to be one of best places in the world to grow up, get on and grow old.
- 1.2 The Our Network vision is described in a new indicative transport map (**see Appendix**) underpinned by contactless connections between different modes of public transport, in a zonal system with bus, tram, train ('GM Rail'), tram-train, cycling and walking modes, all working together as one integrated network.
- 1.3 Residents and visitors will have a choice of options for public transport and active travel journeys within and across the city region. These seamless connections will allow passengers to move around as easily as possible, underpinned by simple and accessible travel information, supported by an open data approach.
- 1.4 An expansion of cycling and walking through delivery of the Bee Network will make active travel the preferred choice for short local journeys. These active travel routes will connect with interchanges and transport hubs, enabling people to easily transfer to bus, tram or train for longer journeys.
- 1.5 Our Network will also be built on the principles which underpin the Metrolink network:
- **Convenient:** Reliable and regular services.
 - **Affordable:** Integrated fares and ticketing across bus, rail, tram and bike hire.
 - **Sustainable:** Zero emissions and powered by renewable energy.
 - **Accessible:** Fully accessible to all residents both at stops and on transport modes.
 - **Accountable:** Run for the people of GM and locally accountable.
- 1.6 As part of the Our Network vision, the Mayor also confirmed a series of short, medium and long term commitments which are outlined below.

Bus

- 1.7 In 2017, the GMCA agreed to use new powers given to mayoral combined authorities through the Bus Services Act 2017 to prepare an assessment of a proposed franchising scheme, and delegated authority to the Chief Executive of TfGM for the assessment to be prepared on the GMCA's behalf. The assessment has been completed and recommends

proceeding with the proposed scheme by obtaining a report from an independent auditor, as required by section 123D of the Act.

- 1.8 This recommendation was approved by GMCA on Friday 18 June and an independent auditor will be appointed to prepare a report on the assessment. Subject to the outcome of the audit, the next step would be or the GMCA to consider undertaking a public consultation in accordance with section 123E of the Act, for which the assessment of a proposed bus franchising scheme and the completed audit report will be made publicly available for consultation purposes.
- 1.9 Our Pass will provide free travel for 16 to 18 year olds living in Greater Manchester. The online portal enabling people to register for Our Pass was launched on 1 July. As well as free travel, it will unlock a range of opportunities and benefits, from sport and music tickets to work experience opportunities.

Metrolink

- 1.10 Contactless travel will be launched on 15 July, introducing the 'daily cap' calculated after journeys have been made. This is the first time this technology will be used in Greater Manchester.
- 1.11 The new Trafford Park Line will open in early 2020, further increasing the Metrolink network by 5.5km, adding six new stops, and connecting the Regional Centre to one of the biggest business parks in Europe, a home to 1,300 businesses employing over 35,000 people.
- 1.12 TfGM will continue to exploring further expansion, including completing the Airport Loop (subject to funding) and further investigation of potential extensions to Port Salford, Middleton and Stalybridge and a clear ambition to bring Metrolink to Stockport in the next decade.
- 1.13 To support network expansion, 27 new trams are on order which will increase network capacity by 15%, add 4,800 more spaces and enable the running of more double trams on the busiest lines. The first one is expected to arrive in February 2020 and there will be 10 trams in service by June 2020.
- 1.14 To support residents and visitors to have greater choice in how they travel, there are plans to increase in Park and Ride capacity over the next ten years, with nearly 1000 new spaces by the end of 2020 including at Radcliffe, Whitefield, Withington and Trafford Park.

Cycling and Walking

- 1.15 Greater Manchester will host the largest public bike hire scheme per resident in the country. Part of the Made to Move Strategy published in December 2017, the scheme will launch in Spring 2020, initially in the Regional Centre and expanding out across all districts over the following years.

Rail

- 1.16 GMCA's submission to the Williams Review of Rail Franchising at the end of May confirmed Greater Manchester's ambition to secure greater local control over passenger rail, or 'GM Rail'.
- 1.17 Further details on Greater Manchester's ambitions for GM Rail will be set out in a GM Rail Prospectus later this summer. The Prospectus will set out pathways for delivering a reformed railway in Greater Manchester and will consider:
- the design and specification of future franchises;
 - fares and ticketing reform to enable multi-modal zonal ticketing;
 - how TfGM can develop the legal and organisational capability to become a procurement authority for rail services;
 - how to work more effectively with Network Rail to build true regional partnerships, potentially with devolution over infrastructure management;
 - how to work more effectively with Government to drive through further devolution powers and sustained funding settlements.

HS2 and Northern Powerhouse Rail

- 1.18 The Our Network announcement included confirmation of the Mayor's commitment to see both HS2 (phase 2b) and Northern Powerhouse Rail delivered, together given their potential to improve Greater Manchester's links with the rest of the country, free up valuable capacity on the commuter network, and encourage more people to shift from the car and onto the train.

Tram-train

- 1.19 In January 2019, the Secretary of State for Transport announced his commitment to work with Greater Manchester to bring tram-train services to the city-region.
- 1.20 Tram-train lines allow both heavy and light rail services to run on the same line for greater integration with both networks. The 2040 Five Year Delivery Plan confirms three 'pathfinder' routes and TfGM will shortly be going to the market to work with the industry to identify the best solution for tram-train in GM. Work is ongoing with Government to secure a feasibility study of the Atherton Line.

Data and Passenger Information

- 1.21 TfGM are working with Google and ITOWorld to make accessibility information available for Metrolink journey planning within Google Maps. The next phase of this is to deliver the same information for bus services.

1.22 As one of only five international cities selected, we are also working with Google in a trial which will develop new systems to support the management of transport incidents and events, monitor how well the network is performing, and better-communicate travel advice to customers.

2. POWERS AND FUNDING ASKS

2.1 The Draft 2040 Delivery Plan (2020-2025) published in January sets out how Greater Manchester is developing its future transport programme in terms of planning, funding and delivery. It sets out Greater Manchester's funding asks of Government, as follows:

- A Greater Manchester Transport Fund 2 with an agreed national-local funding split. The ambition is for a 'GMTF2' to be twice the level of GMTF1 (circa £3bn) and sustained for twice as long.
- HS2 and Northern Powerhouse Rail: Government to affirm commitment to delivery of both projects
- Air Quality package of funding: Government to radically expand and re-instate the Early Measures Fund for recently mandated cities, including funding for those unavoidable measures in any Greater Manchester Clean Air Plan such as local scrappage schemes; a Clean Bus Fund; and a taxi fund to support uptake of cleaner vehicles.

2.2 The Draft Delivery Plan sets out Greater Manchester's powers and functions asks of Government, as follows:

- Highways management: Grant Greater Manchester's highways authorities the ability to enforce Moving Traffic Offences
- Lane rental: To secure powers to charge for lane rental, incentivising highways work to take place outside peak hours.
- Influence over Highways England: Highways England should be accountable to the GMCA as a key transport service provider.
- Cycling and walking: Greater flexibility from the DfT in authorising and permitting Greater Manchester scope to define appropriate highway markings for crossings to support a safer network.
- Electric vehicle charging infrastructure: Government to encourage Electricity Northwest to sign a Memorandum of Understanding with TfGM to support a rapid rollout of an efficient EV charging infrastructure.
- Taxi and Private Hire Vehicles: National reform to provide greater local authority control and to secure controls against out-of-area operation.

- Rail franchises and infrastructure: Greater ability through Transport for the North to oversee and manage the Northern and TransPennine Express franchises, deliver coordinated infrastructure improvement and to secure high speed rail and future capacity improvements.
- Rail station devolution: Greater devolution of the responsibility for local rail stations, building on the proposals TfGM has already developed to test working in partnership with operators and other stakeholders.

2.3 GMCA has confirmed its support for the National Infrastructure Commission's recommendation to provide £43 billion of additional investment in cities outside London by 2040, enable long-term devolved budgets, and support major new transport projects in the fastest growing and most congested cities outside of London. Greater Manchester will continue to articulate the requirement for this significant long term devolved settlement

Appendix – Our Network Map

Page 52



GREATER MANCHESTER TRANSPORT COMMITTEE REPORT FOR INFORMATION

Date: 12 July 2019
Title: Transport Network Performance May 2019
Report of: Head of Operations, Transport for Greater Manchester

PURPOSE OF REPORT

This report provides an overview of Transport Network Performance for May 2019.

RECOMMENDATIONS

Members are asked to note the contents of the report.

BACKGROUND DOCUMENTS

None applicable.

CONTACT OFFICERS

Alex Cropper	0161 244 1122	alex.cropper@tfgm.com
Julie Flanagan	0161 244 1164	julie.flanagan@tfgm.com

Risk Management – not applicable

Legal Considerations – not applicable

Financial Consequences – Revenue – not applicable

Financial Consequences – Capital – not applicable

Number of attachments included in the report: Appendix A included

BACKGROUND PAPERS: None

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		None
TfGMC	Overview & Scrutiny Committee	
Not applicable	Not applicable	

1. Overview

- 1.1 The Greater Manchester Transport Committee has a key role to oversee the provision of transport services including the performance of Metrolink, Bus and Rail Operators and the Strategic Highways Network on behalf of residents, businesses and visitors. The Committee also oversees the move towards the Our Network vision for an integrated transport network for Greater Manchester, as set out in the 2040 Transport Strategy.
- 1.2 This initial network performance report covers performance across all modes during May at a high level and will evolve as members consider how they wish to scrutinise and monitor performance as part of its work programme.

2. Overall Network Performance Summary

- 2.1 Metrolink performance was good with an improving position for Excess Waiting Times, however operated mileage dipped, partly due to tram availability issues.
- 2.2 The targets for rail performance in 2019-20 for Northern and TransPennine Express (TPE) have been lowered by Network Rail and TPE and Northern respectively due to the risks associated with the introduction of new rolling stock. Northern achieved their performance target for May, but TOE did not. Delayed attributable to Network Rail reduced in May.
- 2.3 Bus performance has maintained a good level, with performance above the targets for scheduled service reliability and overall punctuality.
- 2.4 Reliability on the highways network remained broadly the same month on month, reflecting a lower volume of traffic overall during the half term school holidays and the beginning of the summer holiday period.
- 2.5 Additional KPIs, including patronage measures for all modes, and bus operated mileage figures, will be included in the detailed modal reports presented throughout the year to this Committee.

3. Network Overview

Control and Operational Support

- 3.1 The transport network was impacted significantly throughout May with planned events and unplanned incidents causing disruption, including vulnerable people and road traffic collisions impacting the Strategic Road Network (SRN). These included a major fire and an overhead line incident at Leeds rail station, a suspect package in Piccadilly Gardens, the MFCF victory parade, Manchester Marathon and Spice Girl concerts, in addition to late notice events around MFCF celebrations. All of these were managed effectively and disruption to the travelling public minimised.
- 3.2 The messaging used on GM Variable Messaging Signs (VMS) in relation to planned events continued to receive national coverage. In addition to raising the profile of traffic management within GM, this means that the messages are more visible than through traditional means with a positive impact on travel. People appear to be changing their travel behaviour in response to the messages, particularly for the Spice Girls concerts which saw a much earlier peak period than expected.
- 3.3 The following updates are in support of the Network Performance Scorecard in Section 3. They have been provided by the operation teams within TfGM to cover performance periods noted on the scorecard.

Metrolink

- 3.4 Metrolink Network performance is measured by two metrics, Metrolink Excess Wait Time (EWT) Seconds and Metrolink Operated Mileage.
- 3.5 Metrolink EWT Seconds improved during the period and in line with a good general performance from KeolisAmey, the operator, regarding this measure.
- 3.6 Metrolink Operated Mileage decreased mainly as a result of the suspect package in Piccadilly Gardens and tram availability as a result of a number of road traffic collisions causing trams to be taken out of service.

- 3.7 Preparations are underway for the launch of contactless ticketing on Metrolink, with a planned launch on 15 July 2019 once final testing has been completed.
- 3.8 There were a number of incidents on the tram network of criminal and anti-social behaviour which received media coverage.
- 3.9 Resources were directed to the Oldham/Rochdale line to tackle these issues.

Rail

- 3.10 Network performance is measured by various metrics some, such as Right Time, having no target set by Network Rail. Cancelled or significantly late (CaSL) are recorded quarterly with public performance measures (PPM) captured monthly for the period noted in the table in section 3.
- 3.11 A new timetable was introduced in May 2019. Performance is being monitored closely to assess the impact of the changes made. Punctuality (public performance measures) remains a cause for concern, in addition to crowding issues and service quality which remain key topics on social media.
- 3.12 The issue with late notice cancellations on Sunday rail services has been suspended as talks between ASLEF and Northern continue to resolve Northern Sunday Working issues.
- 3.13 Approval to run 100mph rail services on the Bolton Corridor was granted too late to fully implement the planned timetable on this route. Interim measures are in place pending full service being implemented on 29 July.

3.14 **Bus**

- 3.15 Network performance is measured by three metrics, Bus service reliability, Bus overall punctuality and Bus regularity.
- 3.16 Journey time reliability improved as the level of disruption from roadworks and events reduced. As a consequence, bus reliability performance improved year on year, with services operating better than the same period last year across all operators. Transition planning continued during May to support the efficient transfer of bus operations from the Queens Road Depot from First Manchester to Go North West, which took place on 2 June. Bus regularity is a measure of the performance of high frequency services which operate on the

key highway corridors. Bus regularity has declined slightly due to incidents on some of these key highway corridors.

3.17 Highways

3.18 Network performance is measured by two metrics, Journey time reliability (JTR) and Level of delay (average).

3.19 There has been a general trend of the morning peak becoming elongated leading to an improved position in relation to reliability and levels of delay.

3.20 TfGM has also recently undertaken a trial on the A6, Stockport Road, to assess the use of traffic signalling technology at fourteen junctions, to help late running buses make-up time. This is done using SCOOT (Split Cycle Offset Optimisation Technique) technology which analyses real-time traffic data to optimise and co-ordinate traffic signal timings. By using transmitters on buses, the SCOOT system can identify the vehicle and extend the green time as it approaches traffic lights. This effectively enables late running services to pass through the junction without the need to stop and wait.

3.21 Results of the trial showed that of all messages received by the signals throughout the week, 11.8% resulted in priority being granted to buses running behind schedule, providing an average saving of 31 seconds per junction. The scheme also monitored benefits to general traffic, as well as the impact on pedestrian wait times.

3.22 Further opportunities to extend the use of the technology across more of Greater Manchester's bus routes are now being explored.

3.23 The 12 month rolling number of people Killed or Seriously Injured (KSI) on GM roads has reduced, but is in excess of the DfT forecast.

4. Network Performance Scorecard

Metrolink¹	Status	Target	Achieved	Trend
Metrolink EWT Seconds	G	26	22.3	I
Metrolink Operated Mileage	A	99.4%	98.91%	W
Rail¹	Status	Target	Achieved	Trend
Northern Punctuality (PPM)	G	86.5%	87.5%	I
Northern Reliability (CaSL)	R	n/a	3.3%	W
Northern Right Time	R	n/a	56.0%	W
TPE Punctuality (PPM)	R	86.0%	85.4%	W
TPE Reliability (CaSL)	R	n/a	6.7%	W
TPE Right Time	R	n/a	47.3%	W
Network Rail Delay Minute	G	33,535	33,376	I
Bus²	Status	Target	Achieved	Trend
Bus Service Reliability	G	97.0%	97.6%	I
Bus Overall Punctuality	G	80.0%	83.6%	I
Bus Regularity	R	97.0%	96.4%	W
Highways²	Status	Target	Achieved	Trend
Highways Journey Time Reliability	A	90.0%	87.1%	I
Highways Level of Delay (Average)	A	30.0%	36.1%	I
Network Safety	Status	Predicted	Actual	Trend
Killed and Seriously Injured (rolling 12m to Jan 2019)	R	582	720	I

3.1 See Appendix A for glossary.

Reporting Periods

1 – Period 2 (28 April to 25 May)

2 – May 2019

Trend key: W = Worsening, S= Stable, I = Improving

Glossary

Measure	Description	RAG thresholds
Metrolink EWT Seconds	Excess Wait Time (EWT). How much longer a customer waits for a tram than would be expected given the published frequency.	Target for 2019 is 26 seconds. RED if more than 30 seconds. AMBER if 23-30 seconds. GREEN if less than 23 seconds.
Metrolink Operated Mileage	Percentage of scheduled mileage operated in practice.	Target for 2019 is 99%. RED if less than 97%. AMBER if 99% - 97%. GREEN if 99% or above.
Northern Punctuality (PPM)	PPM = Public Performance Measure. The percentage of services arriving at destination (having called at all scheduled stops) within 5 minutes of the planned arrival time.	GREEN if equal to or above the target. RED if below target.
Northern and TPE Reliability (CaSL)	CaSL= Cancelled and Significant Lateness. % of services part/fully cancelled or arriving at their destination later than 30 minutes after scheduled arrival time.	No industry targets set. RED if trend is worsening over consecutive periods. AMBER if stabilising over consecutive periods. GREEN if improving over consecutive periods.
TPE Punctuality (PPM)	PPM = Public Performance Measure. The percentage of services arriving at destination (having called at all scheduled stops) within 10 minutes of the planned arrival time.	GREEN if equal or above the target. RED if below target.
Northern and TPE Right Time	% of recorded station stops where the train arrived less than one minute later than its advertised time.	No industry targets set. RED if trend is worsening over consecutive periods. AMBER if stabilising of consecutive periods. GREEN if improving over consecutive periods.

Measure	Description	RAG thresholds
Network Rail Delay Minutes	Total number of Train Operator Delay minutes attributable to Network Rail.	GREEN if equal to or below the target. RED if above target.
Bus Service Reliability	Scheduled Service Reliability – measured by the percentage of observed bus departures from a given location compared to the service provision promised to the public.	GREEN if equal to or above the target. RED if below target.
Bus Overall Punctuality	Scheduled Service Punctuality – measured by the percentage of ‘on-time’ observed bus departures from a given location. The definition of an on-time departure is one which is between 60 seconds early and 5 minutes and 59 seconds late, inclusive.	GREEN if equal to or above the target. RED if below target.
Bus Regularity	Frequent Service Regularity – measured by the percentage of occasions where the gap between services is either over 2 times the service headway, or 10 minutes, whichever is the larger number. Service Regularity encapsulates both the reliability and punctuality aspect of a frequent service.	GREEN if equal to or above the target. RED if below target.
Highways Journey Time Reliability (JTR)	% of highway journeys completed within an ‘acceptable journey time’, defined as the typical journey time +25%.	GREEN > = 90% AMBER 80-90% RED < 80%

Measure	Description	RAG thresholds
Highways Level of Delay (Average)	The difference between the typical journey time (median) and the optimum journey time (5th percentile) during the peak period.	GREEN < 30% AMBER 30-50% RED >= 50%
Killed & Seriously Injured (KSI)	Number of people killed or seriously injured on GM roads.	GREEN if equal to or below the annual forecast projection. RED if above forecast. (DfT developed a forecast for KSI casualties, as part of the Road Safety Strategy. This forecast (based on a central projection) was for a 40% reduction in KSI casualties by 2020 against a 2005-09 baseline. For GM this was no more than 550 KSI per year casualties by 2020.)

GREATER MANCHESTER TRANSPORT COMMITTEE REPORT FOR APPROVAL

Date: 12 July 2019

Subject: Forthcoming Changes to the Bus Network

Report of: Alison Chew, Interim Head of Bus Services, TfGM

PURPOSE OF REPORT

- i. To inform Members of the changes that have taken place to the bus network since the last TfGMC Bus Network and TfGM Services Sub-Committee meeting, in addition to reporting on consequential action taken or proposed by Transport for Greater Manchester; and
- ii. To seek guidance from Members on proposed Transport for Greater Manchester action.

RECOMMENDATIONS:

Members are asked to

- i. note and comment as appropriate on the changes to the commercial network and the proposals not to replace the de-registered commercial services as set out in Annex A;
- ii. agree that the proposed action is taken in respect of changes or de-registered commercial services as set out in Annex B; and
- iii. approve the proposed changes to general subsidised services set out in Annex C.

CONTACT OFFICERS:

Nick Roberts 0161 244 1173 nick.roberts@tfgm.com

Risk Management – n/a

Legal Considerations – n/a

Financial Consequences – Revenue – see paragraph 2 and Part B report

Financial Consequences – Capital – n/a

Number of attachments included in the report: main report only

BACKGROUND PAPERS:

Forthcoming Changes to the Bus Network report to TfGMC’s Bus Networks and TfGM Services Sub Committee, 26 April 2019.

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		None
TfGMC	Overview & Scrutiny Committee	
n/a	n/a	

1. INTRODUCTION AND BACKGROUND

1.1 The Transport Committee considers all matters relating to the operation and service performance of the bus network in Greater Manchester, including commercially registered and subsidised services; Demand Responsive Services, bus stations and bus stops; passenger information services; contract monitoring; vehicle standards; and passenger safety for the subsidised bus network.

1.2 Acting under delegated authority, the Transport Committee is tasked to review closely and approve all proposed changes to the subsidised bus network and ensure that the cost of the subsidised general services is kept within the appropriate budget or any cash limits. This is achieved through:-

- rationalisation of existing services whilst maintaining key links on the network;
- engaging with operators with the objective of them taking on “marginal commercial” services; and
- continuing to redesign and restructure grouped services to ensure that maximum value is obtained from subsidy.

1.3 In general, withdrawals, reductions or amendments to services are currently only planned at the date of next renewal of the contract concerned and proposed changes will be reported to this Committee.

1.4 The governance process that leads up to the reporting to the Transport Committee involves the scrutiny of all tendered services at TfGM’s Tender Panel that consists of representatives from Legal, Procurement and Finance as well as TfGM’s Operational Service Planning and Network Performance departments.

2. 2019/20 BUDGET SUMMARY

2.1 The summary provides the current position on the 2019/20 Subsidised Bus Services budget for the 2 month period to 31 May 2019.

	Year to date - May 2019				Budget
	Actual £000	Budget £000	Variance £000	Variance %	2019/20 £000
General Network Costs					
General Bus Services	2,941	2,991	50	1.7%	19,505
Local Link	401	383	(18)	(4.7%)	2,335
Shuttles	423	366	(57)	(15.5%)	2,129
Sub-Total General Network	3,765	3,740	(24)	(0.6%)	23,969
Schools Services Costs	2,438	2,496	58	2.3%	13,895
Total – Subsidised Services costs	6,203	6,236	34	0.5%	37,864
General Network Income					
General Bus Services	558	540	18	3.4%	3,230
Local Link	31	49	(18)	(37.4%)	294
Shuttles	191	188	3	1.4%	1,031
Sub-Total General Network	780	777	3	0.4%	4,555
Schools Services income	939	990	(51)	(5.2%)	5,709
Total – Subsidised Services income	1,719	1,767	(48)	(2.7%)	10,264
Net Cost - Subsidised Services	4,484	4,470	(14)	(0.3%)	27,600

3. CHANGES TO COMMERCIAL SERVICES (ANNEX A)

- 3.1 Annex A to this report lists changes to commercial services which, in the view of Transport for Greater Manchester, are not sufficiently significant to require the provision of subsidised service replacements. Brief details of the implications of the changes are provided.

4. CHANGES TO THE COMMERCIAL NETWORK (ANNEX B)

- 4.1 Annex B to this report lists changes to commercial services and provides brief details of the implications of these changes, which officers believe are of sufficient importance to require

action by Transport for Greater Manchester. Details of the proposed actions are also provided.

5. CHANGES TO GENERAL SUBSIDISED SERVICES (ANNEX C)

5.1 Annex C to this report lists proposals for changes to general subsidised services on which the views of Members are requested. Information is given about the reasons for proposing these changes.

6. FINANCIAL IMPLICATIONS

6.1 Annex A, presents no financial implications.

6.2 Annex B, financial implications are noted in Part B of the agenda.

6.3 Annex C, financial implications are noted in Part B of the agenda.

7. RECOMMENDATIONS

7.1 Recommendations are set out at the front of this report.

Alison Chew

Interim Head of Bus Services

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX A

The Committee is requested to note the following changes to commercial services:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/TfGM officer recommendations
SD	13 Worsley – Eccles – Salford Quays	Diamond Bus North West	Monday to Saturday timetables revised with Monday to Friday frequency reduced from every 20 minutes to every 30 minutes, MF 2032 Worsley – Eccles journey withdrawn	22/07/2019	First Manchester service 68 provides a later link from Worsley - Eccles	No TfGM action proposed at this stage.
MR	81 Manchester – Moston – Oldham - Derker	First	Monday to Saturday short journeys between Manchester and Moston, Gardeners Arms withdrawn. Some early morning and evening journeys between Derker/Oldham and Manchester withdrawn.	21/07/2019	Frequent alternative services between Manchester and Moston on services 81, 81A, 112, 114, 118, 118A. Stagecoach Manchester operate an evening 81 Service. Passengers beyond Moston can use Services 182 or 83.	No TfGM action proposed at this stage. Officers will monitor the impact of the changes and review if further action is required.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/TfGM officer recommendations
MR ST	313 Stockport – Grove Lane – Manchester Airport	Stagecoach Manchester	Service extended beyond Grove Lane to serve Manchester Airport.	21/07/2109		<p>New fast links from Stockport and Cheadle Hulme to Manchester Airport every 30 minutes during the daytime (daily) and hourly in the evening.</p> <p>This partially replaces a direct link to the Airport that was previously available via service 368, albeit via a more circuitous route.</p> <p>No TfGM action proposed at this stage.</p>
EN	593 Leigh – Tamar	Jim Stones Coaches	Monday to Friday 0828 journey from Tamar – Leigh Bus Station withdrawn.	22/07/2019	Earlier/later journeys on service 593.	No TfGM action proposed at this stage.

WN	594 Leigh – Westleigh – Hindley Green Circular	Jim Stones Coaches	Hourly Monday to Friday day-time service withdrawn.	22/07/2019	<p>Jim Stones service 595 (Leigh – Abbey Lane)</p> <p>Diamond service 132 (along Corner Lane/Atherton Road) – enables links to service 582 at Atherton or service 8 at Hindley Green for passengers wishing to travel to Leigh.</p>	<p>Recent surveys show an average of 2.38 passengers per trip Monday to Friday and 1.33 per trip on Saturdays travelling to/from the top of Westleigh Lane and 4.86 per trip Monday to Friday and 2 per trip on Saturdays using the section of route from Dangerous Corner via Coupland Road.</p> <p>Only a short section of Coupland Road (310m) is over 400m from an alternative service.</p> <p>TfGM Officers did issue a tender for a replacement for this service however the bids exceeded the cost per passenger threshold and given the majority of passengers have alternatives it is not recommended that the contract be awarded.</p> <p>No TfGM action proposed at this stage. Officers will monitor the impact of the changes and review if further action is required.</p>
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<p>WN</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 71</p>	<p>681</p> <p>Atherton – Hag Fold Circular</p>	<p>Jim Stones Coaches</p>	<p>Hourly Monday to Friday clockwise and anti-clockwise circular services (combined 30 minute frequency) withdrawn.</p>	<p>22/07/2019</p>	<p>Jim Stones service 682 (Atherton/Hag Fold – Leigh) covers part of Hag Fold</p> <p>Diamond services 132 and 517 along Wigan Road are in close proximity to the south western part of Hag Fold estate and provide links to Atherton.</p>	<p>The majority of Hag Fold estate is within 400m of service 682, with the remaining area around Bag Lane and the Health Centre within 400m of services 132 and 517 on Wigan Road.</p> <p>TfGM Officers did issue a tender for a replacement for this service however the bids exceeded the cost per passenger threshold and given the majority of passengers have alternatives it is not recommended that the contract be awarded.</p> <p>No TfGM action proposed at this stage. Officers will monitor the impact of the changes and review if further action is required.</p>
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WN	682 Atherton/Hag Fold – Leigh	Jim Stones Coaches	Minor route revision in Atherton – outward journeys will no longer operate the Church Street, Market Street, Flapper Fold Lane, Mealhouse Lane loop prior to heading to Hag Fold. Monday to Saturday 1705 and Monday to Friday 1735 Atherton – Leigh journeys withdrawn.	22/07/2019	Earlier/later journeys on service 682.	No TfGM action proposed at this stage.
WN MR Page 72	V3 Ellenbrook – Manchester – Manchester Royal Infirmary (MRI)	First Manchester	Monday to Friday peak service withdrawn: 0710 Newearth Road/East Lancashire Road to Princess Street/Chinatown; 0749 Newearth Road/East Lancashire Road to Manchester Royal Infirmary; 0807 Wardley, A580 Park & Ride to Manchester, Princess Street/Chinatown.	22/07/2019	Earlier/later journeys on services V1/V2.	No TfGM action proposed at this stage.

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX B

The Committee is requested to agree that action is taken regarding the following changed or de-registered services:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/TfGM officer recommendations
TE	346 Ashton – Newton - Hyde	First Manchester	Withdrawal of Monday to Saturday daytime 20 minute service and Sunday daytime hourly service	21/07/2019	Stagecoach Manchester service 346.	<p>The Monday to Saturday daytime service 346 is currently operated by First Manchester and Stagecoach Manchester. Each provide a 20 minute frequency service which combines to provide a 10 minute frequency.</p> <p>Stagecoach Manchester will increase the frequency of their service 346 to operate every 15 minutes.</p> <p>Officers propose like for like replacement of the hourly Sunday daytime service under a de-minimis arrangement with Stagecoach Manchester.</p> <p>The financial implications are included in Part B.</p>

WN SD MR	V1 Leigh – Manchester – Manchester Royal Infirmary (MRI)	First Manchester	Summer timetable introduced, with the following Monday to Friday journeys withdrawn: Monday to Friday 0740 Leigh – Princess Street, 0755 Leigh – MRI, 1614 MRI - Leigh and 1656 Princess Street/Mosley Street – Leigh journeys.	22/07/2019	Earlier/later journeys on service V1.	Officers propose interim replacement of the 0740 journey from Leigh and 1614 return from MRI. The financial implications are included in Part B.
WN SD MR	V4 Ellenbrook – Manchester – Manchester Royal Infirmary (MRI)	First Manchester	Summer timetable introduced, with the following Monday to Friday journeys withdrawn: 0700 & 0742 Ellenbrook – Princess Street, 0705 & 0715 Ellenbrook – MRI, 0813 & 0919 Wardley Park & Ride – MRI, 1626, 1704, 1726 & 1756 Princess Street – Ellenbrook.	22/07/2019	Earlier/later journeys on service V1.	Officers propose interim replacement of the 0700, 0705 & 0715 journeys from Ellenbrook. The financial implications are included in Part B.

SIGNIFICANT CHANGES TO THE SUBSIDISED NETWORK

ANNEX C

The Committee is invited to consider officers’ proposals on the following services:

Dist	Service, route and operator	TfGM officer comments and recommendations
<p>ST MR TE</p>	<p>7 Stockport – Reddish – Droylsden – Ashton 7A Stockport – Reddish – Gorton</p> <p><i>Operated by Manchester Community Transport/Stagecoach</i></p>	<p>Service 7 operates half hourly Monday to Saturday daytime between Stockport and Ashton, and hourly Monday to Saturday evening and Sunday daytime between Gorton and Ashton. Service 7A operates hourly Sunday daytime between Stockport and Gorton.</p> <p>Following the withdrawal of the 168, officers have received numerous requests to improve the evening and Sunday service through Abbey Hey and to reintroduce a Sunday evening service through this area.</p> <p>The existing evening and Sunday service 7 provision was a stop-gap measure within existing resource until sufficient resource could be identified elsewhere to restore accessibility.</p> <p>It is proposed that the Monday to Saturday evening journeys on service 7 be extended to Stockport and the Sunday day-time services 7 and 7A be merged to provide a through service between Stockport and Ashton. The Sunday daytime journeys would operate as service 7, with Longford Road West, Browning Road and Ruskin Road in North Reddish served by an extension to service 329. Sunday evening journeys would also be introduced on service 7 between Stockport and Ashton as part of this proposal.</p> <p>The change would also provide a new evening service between Stockport and Dane Bank.</p> <p>Officers recommend the extension of journeys that currently terminate at Gorton through to Ashton or Stockport and the introduction of a Sunday evening service from Sunday 1st September 2019.</p> <p>As part of a package of negotiated changes involving services 7, 7A, 84, 84A, 245, 248, 329 and X45 there are no financial implications on the subsidised service budget.</p>

RE	<p>12 Middleton – Hollin – Boarshaw - Moorclose</p> <p>12A Middleton – Hollin - Moorclose</p> <p><i>Operated by Stagecoach</i></p>	<p>Service 12 operates half hourly Monday to Saturday daytime. Service 12A operates hourly Sunday daytime.</p> <p>Due to resident objections with the use of Cedar Road and issues with parked cars, a diversion for services 12 and 12A is to be introduced from 27th July 2019.</p> <p>The revised route of the services is via Birchwood Road, Aspinall Street, Greenhill Road, Lees Street, Grimshaw Lane, Townley Street then as normal route, maintaining the existing half hourly frequency over the summer period when traffic is lighter.</p> <p>Officers are seeking approval to formalise this revised arrangement from 2 September 2019. The frequency would need to be reduced in the peak hours to every 40 minutes, whilst maintaining the half-hourly frequency in the off-peak Monday to Saturday and hourly on Sundays.</p> <p>Members are asked to approve the recommendation to formalise the revised route of services 12 and 12A to no longer serve Cedar Road with effect from 2 September 2019.</p> <p>There are no financial implications to this change.</p>
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MR TD	84 Manchester – Hulme – Chorlton – Stretford – Urmston – Trafford Hospital <i>Operated by Diamond Bus / Go Goodwins</i>	<p>Service 84 currently operates hourly Monday to Saturday daytime with peak time journeys extended to Trafford General Hospital.</p> <p>This service was introduced in April 2019, following intermittent requests to introduce a service in the Hulme area and the availability of resource at that time to trial a service.</p> <p>Usage of the service has been particularly poor with average weekly passengers of 121 and no signs of passenger growth.</p> <p>Officers are therefore requesting the withdrawal of this service with the resource redeployed to meet other service requests.</p> <p>Peak time journeys on Church Road at Flixton will be maintained by new service 248.</p> <p>Officers recommend the withdrawal of service 84 with effect from Sunday 1st September 2019.</p> <p>As part of a package of negotiated changes involving services 7, 7A, 84, 84A, 245, 248, 329 and X45 there are no financial implications on the subsidised service budget.</p>
MR TD	84A Merseybank – Chorlton – Stretford – Urmston – Trafford Hospital - Davyhulme <i>Operated by Diamond Bus / Go Goodwins</i>	<p>Service 84A currently operates hourly Monday to Friday off peak and Saturday daytime with additional 2-hourly Sunday daytime journeys.</p> <p>Following customer requests, the Monday to Saturday service operated by Go Goodwins will be amended to run between Flixton Station and Trafford General Hospital via Woodsend to serve the recently opened medical facility.</p> <p>The Monday to Friday 1621 Trafford Hospital to Stretford will be amended to operate as the 1624 Urmston to Merseybank, providing a later journey back to Merseybank Estate.</p> <p>Journeys operated by Diamond Bus will be unchanged.</p> <p>Officers recommend the route change and minor timetable change to the 84A service with effect from Sunday 1st September 2019.</p>

		As part of a package of negotiated changes involving services 7, 7A, 84, 84A, 245, 248 and X45 there are no financial implications on the subsidised service budget.
TD	<p>245</p> <p>Altrincham – Ashton – Sale – Stretford – Urmston – Trafford Centre</p> <p><i>Operated by Diamond Bus / Manchester Community Transport</i></p>	<p>As part of negotiated changes to services, additional journeys to be provided as follows:</p> <p>Trafford Centre to Altrincham - Sat 0723 and 1851, Sun 0820</p> <p>Altrincham to Trafford Centre – MF 1950 and 2250, Sat 1950 and 2305</p> <p>Further additional journeys will be provided on service X45 between Stretford and Altrincham.</p> <p>Sat 0640 Stretford to Altrincham will commence at Urmston at 0638</p> <p>The above journeys fill a number of gaps in the schedule, with evening journeys reinstating some journeys lost in January 2019.</p> <p>2151 Trafford Centre to Altrincham curtailed at Woodheys – passengers travelling to Altrincham can use later journeys provided on service 247.</p> <p>All supported journeys on this service will be provided by Diamond Bus instead of morning journeys being provided by Diamond and evening journeys being provided by MCT.</p> <p>Officers recommend changes to the journeys as outlined above to take effect from Sunday 1st September 2019</p> <p>As part of a package of negotiated changes involving services 7, 7A, 84, 84A, 245, 248, 329 and X45 there are no financial implications on the subsidised service budget.</p>

TD	<p>248 Partington – Urmston – Trafford Park</p> <p><i>Operated by Go Goodwins</i></p>	<p>Access to Trafford Park from the Partington area is currently provided on a demand responsive basis by the Partington Local Link and there is no local provision from Flixton, Urmston and Davyhulme into Trafford Park.</p> <p>The introduction of this new service which would run two return Monday to Friday peak time journeys provides new local connectivity to employment from areas of North Trafford without a direct link to Trafford Park and allows scope to explore migration of current Partington Local Link users onto this new service with the potential to reduce resource at a future retender.</p> <p>Officers recommend the introduction of two return Monday to Friday peak journeys with effect from Sunday 1st September 2019.</p> <p>As part of a package of negotiated changes involving services 7, 7A, 84, 84A, 245, 248, 329 and X45 there are no financial implications on the subsidised service budget.</p>
ST	<p>329 Stockport – Reddish</p> <p><i>Operated by Stagecoach Manchester</i></p>	<p>As part of negotiated changes to services, the Sunday daytime service 329 will be revised to follow the same route as the Monday to Saturday daytime service.</p> <p>Currently, service 329 only operates as far as Houldsworth Square on Sunday daytimes with Longford Road West, Browning Road and Ruskin Road in North Reddish served by service 7A. This proposal simplifies the local network by removing the Sunday variation.</p> <p>Officers recommend the Sunday daytime service is revised to follow the Monday to Saturday daytime route with effect from Sunday 1st September 2019.</p> <p>As part of a package of negotiated changes involving services 7, 7A, 84, 84A, 245, 248, 329 and X45 there are no financial implications on the subsidised service budget.</p>
TD	<p>X45 Stretford – Sale – Altrincham</p> <p><i>Operated by Diamond Bus</i></p>	<p>As part of negotiated changes to services, this new service will provide early morning journeys into Altrincham before the start of current morning service on the 263 service.</p> <p>Journeys will operate at 0532 MF and 0640 Sat from Stretford to Altrincham, following the 263 route throughout.</p>

		<p>Officers recommend the introduction of additional early morning journeys on this service to take effect from Sunday 1st September 2019</p> <p>As part of a package of negotiated changes involving services 7, 7A, 84, 84A, 245, 248, 329 and X45 there are no financial implications on the subsidised service budget.</p>
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RE BY	Various Services <i>Operator to be confirmed</i>	<p>As part of the recent re-tendering the successful operator wishes to re-number services across Bury and Rochdale with revised timetables as part of a branding exercise to stimulate increased usage. Significant service changes are detailed separately.</p> <p>The full list of proposed re-numbering is as follows :</p> <p>434 Rochdale – Castleton to be re-numbered R4</p> <p>440 Rochdale – Syke to be re-numbered R1</p> <p>441 Rochdale – Foxholes to be re-numbered R9</p> <p>443 Rochdale – Norden to be re-numbered R2</p> <p>442 Rochdale – Norden via Bury Road revised to operate to Bury Monday to Saturday daytime and re-numbered ‘Fast’ & still operating to Norden evenings and Sunday re-numbered R8</p> <p>446 447 Rochdale – Wallbank to be re-numbered R3</p> <p>451 Rochdale – Peppermint Bridge to be re-numbered R5</p> <p>461 Bury - Rochdale to be re-numbered R2</p> <p>462 Rochdale – Ladyhouse to be re-numbered R6</p> <p>475 Bury – Heywood to be re-numbered B4</p> <p>477/ 478 Bury – Ramsbottom to be re-numbered B2</p> <p>479/487 Bury – Limefield/Nangreaves to be re-numbered B2</p> <p>494 Bury – Fern Grove to be re-numbered B3</p> <p>Members are asked to approve the recommendation to re-number Rochdale and Bury services with revised timetables with effect from 27th October 2019.</p> <p>There are no financial implications to this change.</p>
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RE	<p>441</p> <p>Rochdale – Foxholes Circular</p> <p><i>Operator to be confirmed</i></p>	<p>Service 441 currently operates Monday to Friday only between 0955 and 1455 hours from Rochdale Interchange. The service was recently tendered but as a result of low patronage, with an average of 1.7 passengers per trip, officers are recommending the service be reduced to provide two journeys only at 0955 and 1255 hours from Rochdale Interchange with effect from Monday 28th October 2019. These are the trips with the highest usage. Service to be re-numbered R9.</p> <p>Members are asked to approve the recommendation to reduce the number of journeys on service 441 with effect from 28th October 2019.</p> <p>There are no financial implications to this change.</p>
RE	<p>442</p> <p>Rochdale – Bury Road - Bamford – Norden</p> <p><i>Operator to be confirmed</i></p>	<p>Service 442 operates daily every hour, including evenings. The service is currently commercial between Bamford and Norden, Monday to Saturday daytime, and wholly commercial evenings and Sundays. The subsidised service was recently tendered and an alternative revised arrangement is recommended for award.</p> <p>Service 442 Monday to Saturday daytime journeys would be replaced with a new branded ‘Fast’ service operating commercial hourly journeys between Bury Interchange and Rochdale Interchange via Bury Road between 0930 – 1630 hours from Bury and 0950 and 1450 hours from Rochdale. The Monday to Saturday daytime service would no longer serve Bamford or Norden.</p> <p>Rochdale to Norden and Bamford would be served by new hourly service R2 (combined former services 461 and 443). This would provide a reduced Monday to Saturday daytime hourly provision to/from Norden. Evening and Sunday hourly journeys to Norden are unaffected and are re-numbered R8.</p> <p>Members are asked to approve the recommendation to revise service 442 (Fast / R8) with effect from 27th October 2019. There are no financial implications to this change.</p>

<p>BY</p>	<p>477 Bury – Summerseat – Ramsbottom</p> <p>478 Bury – Brandlesholme – Ramsbottom</p> <p><i>Operator to be confirmed</i></p>	<p>Service 477 operates hourly Monday to Saturday between 0900 and 1400 hours from Bury Interchange.</p> <p>Service 478 operates Monday to Friday 1625 and 1735 hours and Saturday 1515, 1625 and 1735 hours from Bury Interchange.</p> <p>These services were recently tendered with a request to extend the service to serve Peel Brow to meet Councillor and passenger requests.</p> <p>Officers are recommending the award of a revised timetable that includes the route extension to Peel Brow on service 477 only: from Bury, Monday to Saturday between 0900 and 1300 hours.</p> <p>Service 478 would be revised: from Bury, Monday to Saturday 1400, 1515 1625 and 1735 hours. Both services would be re-numbered B1.</p> <p>Members are asked to approve the recommendation to revise services 477 and 478 (B1) with effect from 28th October 2019.</p> <p>There are no financial implications to this change.</p>
<p>BY</p>	<p>479 Bury - Limefield</p> <p>487 Bury – Nangreaves</p> <p><i>Operator to be confirmed</i></p>	<p>Services 479 and 487 both operate Monday to Saturday hourly daytime. The services were recently re-tendered and officers are recommending they be combined as they currently duplicate each other along sections of Walmersley Road. Peak journeys will continue to operate direct to Nangreaves. Journeys to Limefield will operate the 479 route to Limefield Brow Bus Turning Area and then via Walmersley Road as 487 to Nangreaves, with the return journey via reverse. Through fares will be available.</p> <p>The service would be re-numbered B2</p> <p>Members are asked to approve the recommendation to combine services 479 and 487 (B2) with effect from 28th October 2019. There are no financial implications to this change.</p>








RE	<p>433 Rochdale – Belfield – Turf Hill – Castleton</p> <p>444 Rochdale – Spotland Road – Bagslate – Norden</p> <p>451 Rochdale – Milnrow - Newhey</p>	<p>The Sunday daytime hourly services were recently re-tendered but due to a decline in patronage, the lowest bid received would lead to an increase in the cost per passenger to £4.10. Recent surveys show an average of 2.9 passengers per trip on service 433, 3.1 passengers per trip on service 444 and 1.4 passengers per trip on service 451. Nearest alternative Sunday services are service 6, services 442/467/468 and services 181/182 respectively.</p> <p>Officers are recommending the withdrawal of the Sunday daytime journeys on services 433 444 and 451</p> <p>Members are asked to approve the recommendation to withdraw the Sunday daytime journeys on services 433 444 and 451 with effect from 28th October 2019.</p> <p>The financial implications of this change are detailed in Part B.</p>
RE BY	<p>443 Rochdale – Norden</p> <p>461 Bury – Heywood – Bamford - Norden</p> <p><i>Operator to be confirmed</i></p>	<p>Services 443 and 461 both operate hourly Monday to Saturday daytime. The services were recently re-tendered and officers are recommending they are revised to operate as a through service between Bury and Rochdale via Norden re-numbered R2 with no change to route towards Rochdale. From Rochdale, the service would serve Cutgate then operate direct to Norden then Shawfield and Elmsfield to Bury.</p> <p>Members are asked to approve the recommendation to link services 443 and 461 (R2) as a through service with effect from 28th October 2019.</p> <p>There are no financial implications to this change.</p>

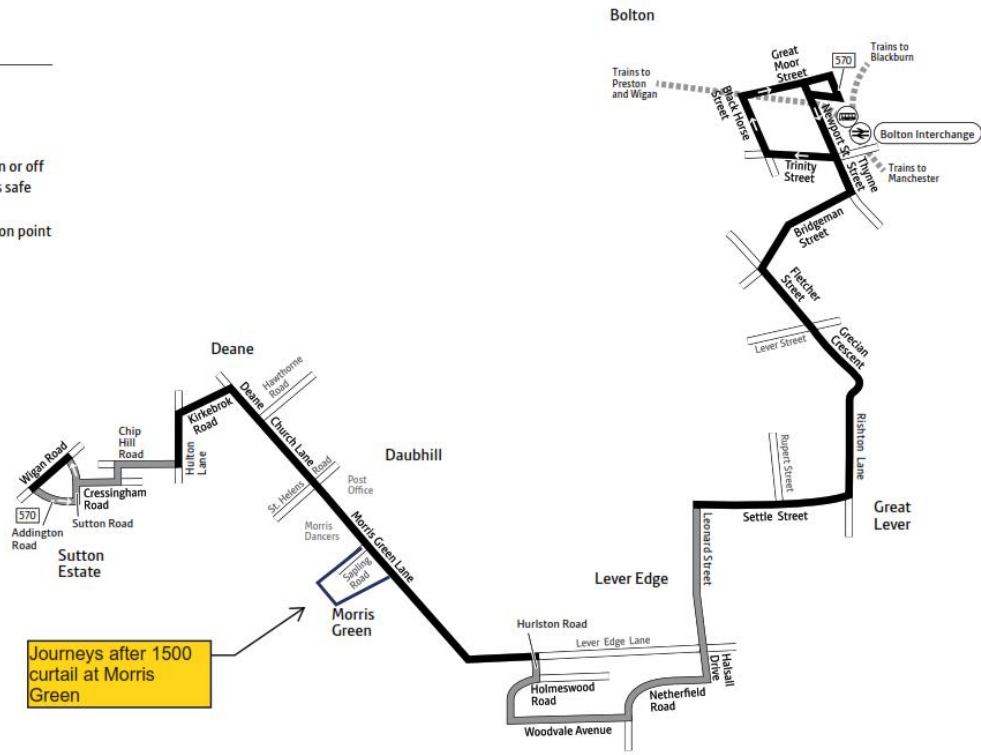
BN	570 Bolton – Lever Edge - Sutton Estate <i>Vision Bus</i>	<p>Service 570 operates hourly Monday to Saturday daytime.</p> <p>In order to address punctuality issues officers are recommending service 570 is curtailed at Morris Green from 1500 onwards. The service will turn via Morris Green Lane, St Helens Road, Smethurst Lane, Sapling Road and return to Bolton Interchange. Average of 2 passengers per trip affected.</p> <p>Members are asked to approve the recommendation to curtail service 570 at Morris Green from 1500 onwards with effect from 28th October 2019.</p> <p>There are no financial implications to this change.</p>
MR SD WN	26 Manchester – Salford Shopping Centre – Swinton – Worsley – Boothstown – Leigh <i>Operated by Diamond</i>	<p>The daily hourly evening service 26 is currently provided with the financial support from TfGM.</p> <p>In order to simplify the network in the Salford and Wigan areas, it is proposed that a package of changes are made to evening services to bring them into line with the commercial day-time network.</p> <p>As part of this, it is recommended that evening service 26 be withdrawn.</p> <p>Alternative facilities are provided between Leigh and Worsley, Court House by Service 34 (see below).</p> <p>The section of route between the junction of Worsley Road and Greenleach Lane and the East Lancs Road will become unserved in the evening.</p> <p>This will affect an average of 1.22 passengers per trip, Monday to Friday, 1.33 per trip on Saturdays and 1.22 per trip on Sundays.</p> <p>Members are asked to approve the withdrawal of the daily evening Service 26 as part of a wider package of changes with effect from Sunday 27th October 2019.</p> <p>There are no financial implications arising from this proposal.</p>

MR SD WN	34 Manchester – Salford Shopping Centre – Monton – Boothstown – Leigh <i>Operated by Diamond</i>	<p>Officers are proposing the introduction of a new daily hourly evening service 34. This evening service will match the daytime commercial operation and provide a partial replacement for service 26 (see above).</p> <p>Members are asked to approve the introduction of the daily evening Service 34 as part of a wider package of changes with effect from Sunday 27th October 2019.</p> <p>There are no financial implications arising from this proposal.</p>
MR SD WN	35 Manchester – Salford Shopping Centre – Swinton – Roe Green – Walkden – Tyldesley <i>Operated by Diamond</i>	<p>The daily hourly evening service 35 is currently provided with the financial support from TfGM. As part of the previously mentioned package of changes in Salford and Wigan, it is proposed that evening service 35 be withdrawn. This resource will be used to sustain an hourly evening service 68 operating between the Trafford Centre and Farnworth via Eccles and Walkden.</p> <p>Roe Green will lose its direct link to Swinton and Manchester. This will affect an average of 0.14 passengers per trip Monday to Friday, 0.57 per trip Saturdays and 0.09 per trip on Sundays.</p> <p>The Tyldesley – Little Hulton link will be lost and Mort Lane, Peel Lane and Armitage Avenue will be left unserved. This will affect an average of 0.29 passengers per trip Monday to Friday, 1.14 per trip Saturdays and 0.91 per trip on Sundays.</p> <p>Members are asked to approve the withdrawal of the daily evening Service 35 as part of a wider package of changes, with the resource transferred to evening service 68, with effect from Sunday 27th October 2019.</p> <p>There are no financial implications arising from this proposal.</p>

570

Key

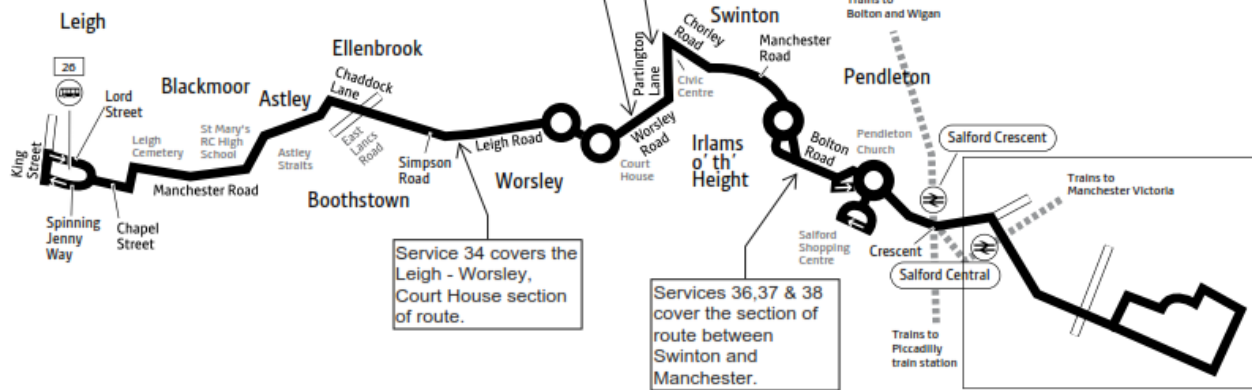
-  Bus route
-  Train line
-  Hail and ride:
passengers can get on or off
the bus wherever it is safe
-  Direction of travel
-  Bus station/connection point
-  Train station
-  Terminus



Journeys after 1500
curtail at Morris
Green

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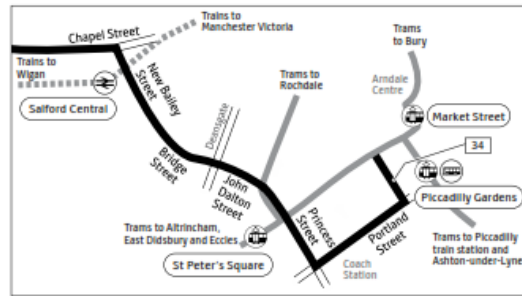
- Key**
- Bus route
 - Train line
 - Tram line
 - Direction of travel
 - ⊕ Bus station/connection point
 - ⊕ Train station
 - ⊕ Metrolink stop
 - 20 Terminus



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- Key**
- Bus route
 - Some morning/evening journeys only
 - Train line
 - Tram line
 - ➔ Direction of travel
 - 🚏 Bus station/connection point
 - 🚉 Train station
 - 🚊 Metrolink stop
 - 🏥 Hospital
 - 34 Terminus

Route in Manchester city centre



Evening service introduced between Leigh and Manchester, partially replacing service 26.

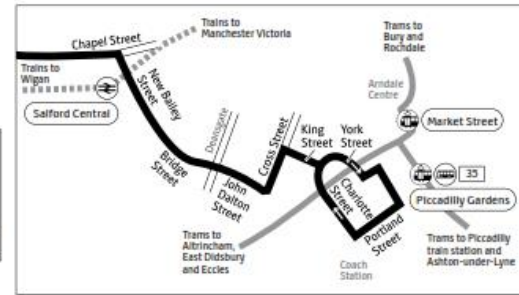


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Key

- Bus route
- Train line
- Tram line
- ➔ Direction of travel
- 🚏 Bus station/connection point
- 🚉 Train station
- 🚊 Metrolink stop
- 🏥 Hospital
- 35 Terminus

Route in Manchester city centre



Mort Lane, Peel Lane and Armitage Avenue will be left unserved.

Services 38 and 68 link Little Hulton and Walkden.

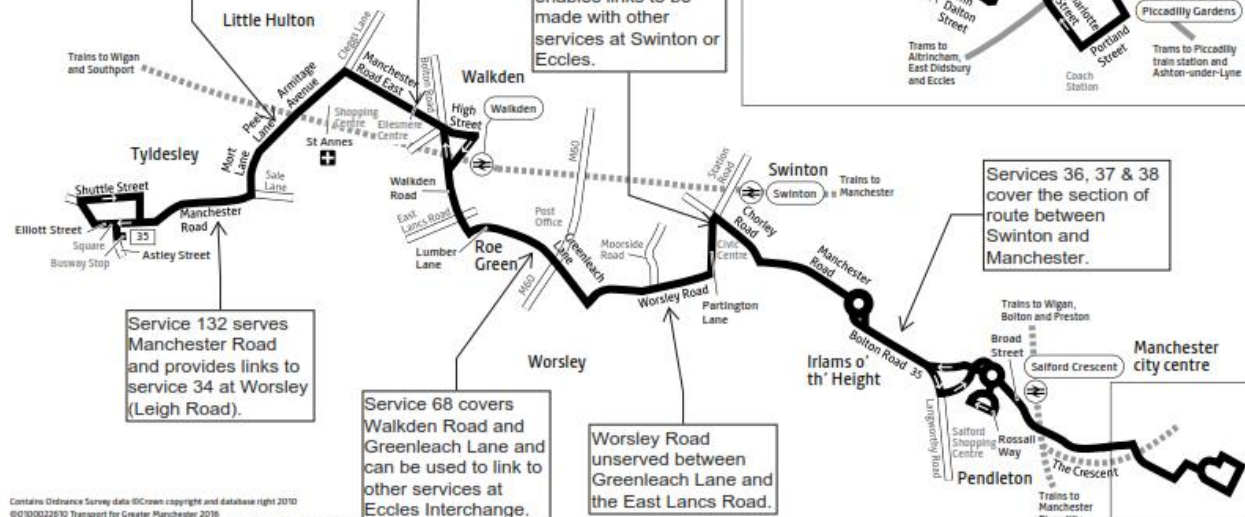
Service 2 runs via Partington Lane and enables links to be made with other services at Swinton or Eccles.

Services 36, 37 & 38 cover the section of route between Swinton and Manchester.

Service 132 serves Manchester Road and provides links to service 34 at Worsley (Leigh Road).

Service 68 covers Walkden Road and Greenleach Lane and can be used to link to other services at Eccles Interchange.

Worsley Road unserved between Greenleach Lane and the East Lancs Road.



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594 595

Key

- Bus route
- Hail and ride: passengers can get on and off the bus wherever it is safe
- Direction of travel
- Bus station/connection point
- Hospital
- Terminus

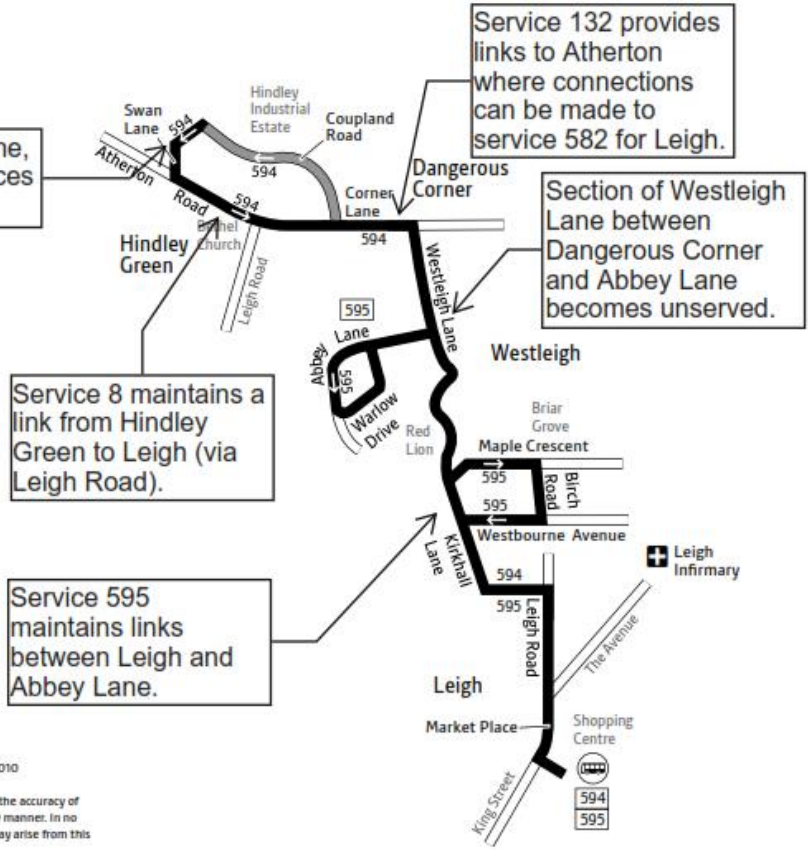
Service 7 runs via Swan Lane, enabling links to other services at Hindley or Daisy Hill.

Service 8 maintains a link from Hindley Green to Leigh (via Leigh Road).

Service 595 maintains links between Leigh and Abbey Lane.

Service 132 provides links to Atherton where connections can be made to service 582 for Leigh.

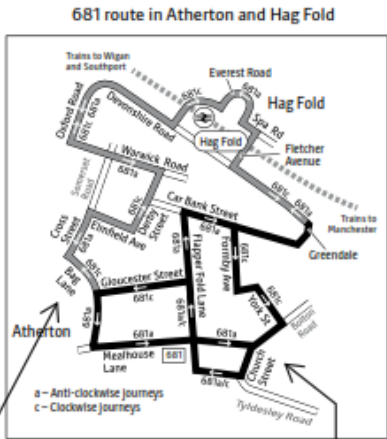
Section of Westleigh Lane between Dangerous Corner and Abbey Lane becomes unserved.



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681 682

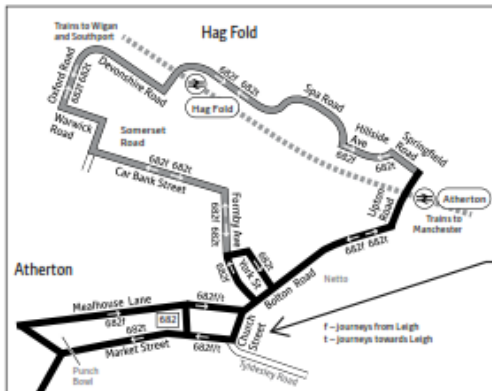
- Key**
- Bus route
 - Hail and ride: passengers can get on or off the bus wherever it is safe
 - Train line
 - Direction of travel
 - Bus station/connection point
 - Train station
 - Terminus



Residents in the Bag Lane area and the Health Centre are within 400m of services 132 and 517 on Wigan Road.

Service 681 withdrawn - most Hag Fold residents are within 400m of service 682 (see below).

682 route in Atherton and Hag Fold



Service 682 will no longer operate the Mealhouse Lane, Church Street, Market Street, Flapper Fold Lane loop on journeys from Leigh to Hag Fold.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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