

Greater Manchester Transport Committee

DATE: Friday, 13 March 2020
TIME: 10.30 am
VENUE: Friends Meeting House, Mount Street, Manchester

- **Nearest Metrolink Stop:** St Peters Square
- **Wi-Fi Network:** Public

Agenda

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2. CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS	
3. DECLARATIONS OF INTEREST	1 - 4
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.	
4. MINUTES OF THE GM TRANSPORT COMMITTEE HELD 21 FEBRUARY 2020	5 - 16
To consider approval of the minutes of the meeting held 21 February 2020	
5. GM TRANSPORT COMMITTEE WORK PROGRAMME	17 - 20

Report of Gwynne Williams, Deputy Monitoring Officer, GMCA.

6. MAYORAL UPDATE

A verbal update from the GM Mayor, Andy Burnham in his role as GMCA Transport Portfolio Holder.

7. TRANSPORT NETWORK PERFORMANCE 21 - 32

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8. RAIL PERFORMANCE REPORT 33 - 64

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9. CHANGES TO THE BUS NETWORK AND REVIEW OF SUBSIDISED BUS SERVICES BUDGET - to follow

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

10. TRANSPORT REVENUE AND CAPITAL BUDGETS 65 - 130

Steve Warrener, Director of Finance and Corporate Services, TfGM.

11. TRAVEL SAFE - END OF YEAR REVIEW AND OUTCOMES 131 - 138

Report of Bob Morris, Chief Operating Officer, TfGM.

12. TRANSPORT CAPITAL PROGRAMME UPDATE 139 - 150

Report of Bob Morris, Chief Operating Officer, TfGM.

13. 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.

14. CHANGES TO THE BUS NETWORK AND REVIEW OF SUBSIDISED BUS SERVICES BUDGET - PART B - to follow

For copies of papers and further information on this meeting please refer to the website

www.greatmanchester-ca.gov.uk. Alternatively, contact the following:

Governance & Scrutiny Officer: Nicola Ward 0161 778 7009

nicola.ward@greatermanchester-ca.gov.uk

This agenda was issued on behalf of Eamonn Boylan, Secretary to the Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU

Members	Representing	Political Party
Stuart Haslam	Bolton	Conservative
Beth Mortenson	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	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
Shah Wazir	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	Mayoral appointment	Labour

Substitutes	Representing	Political Party
Derek Bullock	Bolton	Conservative
David Jones	Bury	Labour
Basat Shiekh	Manchester	Labour
Eddy Newman	Manchester	Labour
Matt Wynne	Stockport	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

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GM Transport Committee on 13 March 2020

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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Agenda Item 4

MINUTES OF THE GREATER MANCHESTER TRANSPORT COMMITTEE HELD ON FRIDAY 21 FEBRUARY 2020 AT THE FRIENDS MEETING HOUSE

PRESENT:

Councillor Mark Aldred (in the Chair)	Wigan Council
Councillor Stuart Haslam	Bolton Council
Councillor Roy Walker	Bury Council
Councillor Sean Fielding	GMCA
Councillor Angeliki Stogia	Manchester City Council
Councillor Ateeque Ur-Rehman	Oldham Council
Councillor Shah Wazir	Rochdale Council
Councillor Phil Burke	Rochdale Council
Councillor Mike McCusker	Salford City Council
Councillor David Meller	Stockport MBC
Councillor Angie Clark	Stockport MBC
Councillor Matt Wynne	Stockport MBC
Councillor Peter Robinson	Tameside Council
Councillor Doreen Dickinson	Tameside Council
Councillor Warren Bray	Tameside Council
Councillor Steve Adshead	Trafford Council
Councillor Nathan Evans	Trafford Council
Councillor Joanne Marshall	Wigan Council

OFFICERS IN ATTENDANCE:

Eamonn Boylan	Chief Executive GMCA & TfGM
Bob Morris	Chief Operating Officer, TfGM
Alison Chew	Interim Head of Bus Services, TfGM
Kate Brown	Director of Corporate Affairs, TfGM
Caroline Whittam	Head of Rail Franchising, TfGM
Alex Cropper	Head of Operations, TfGM
James Baldwin	Policy Officer, TfGM
Danny Vaughan	Head of Metrolink, TfGM
Guillaume Chanussot	Keolis Amey Metrolink (KAM)
Stephen Rhodes	Customer Director, TfGM
Helen Humble	Head of Ticketing, TfGM
James Lewis	Section Manager, Services Planning, TfGM
Gwynne Williams	Deputy Monitoring Officer, GMCA
Lee Teasdale	Governance Officer, GMCA

GMTC 14/20 APOLOGIES

Resolved /-

That apologies were received and noted from Councillor Howard Sykes (substituted by Councillor Angie Clark), Councillor Naeem Hassan, Councillor Beth Mortenson, Councillor John Leech, Councillor Dzidra Noor, Councillor Roger Jones and Councillor Barry Warner.

GMTC 15/20 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

Resolved /-

1. Passing of Councillor Christine Wild

That it be noted that the Members of the GM Transport Committee express their condolences to the family of Councillor Christine Wild, who had been an active member of the previous Transport for Greater Manchester Committee for many years until 2012, and had recently passed away.

2. Leaders in Diversity

That congratulations be passed on to Muhammad Karim for the recent 'Leaders in Diversity' accreditation and the winning of the 'Transportation Organisation of the Year 2020' award for TfGM.

GMTC 16/20 DECLARATIONS OF INTEREST

Resolved /-

1. That Councillor Phil Burke declared a personal interest in relation to Item 9 (Metrolink Performance Update) and to Item 10 (Metrolink Ticketing) in his role as an employee of Metrolink.

GMTC 17/20 MINUTES

Members referenced item 10/20 'Transport and Climate Change' – asking that the follow up report on the climate change agenda be made available as soon as possible after the Mayoral Elections.

It was noted that Northern had not yet responded to Cllr Nathan Evans as had been resolved in item 07/20 'Rail Performance Report' – it was advised that this would be chased up with Northern.

Resolved /-

1. That the minutes of the meeting held on 17 January 2020 be approved as a correct record.
2. That in relation to minute GMTC 10/20 it be requested that a report on how TfGM are moving forward on the climate change agenda be brought to the Committee following the mayoral elections; and
3. That in relation to minute GMTC 07/20 it be noted that Cllr Nathan Evans was yet to receive a response from Northern on the recent platform access improvements at Hale Station, and that this was to be chased up.

GMTC 18/20 GM TRANSPORT COMMITTEE DRAFT WORK PROGRAMME

Gwynne Williams, Deputy Monitoring Officer for the GMCA took Members through the latest version of the GM Transport Committee Work Programme. Members were advised that the April 2020 meeting would receive an additional bus performance update.

Resolved /-

That the Work Programme for the GM Transport Committee be noted.

GMTC 19/20 TRANSPORT NETWORK PERFORMANCE

Alex Cropper, Head of Operations TfGM, introduced the latest Network Performance report which covered the performance of all modes during December 2019.

It was advised that there had been seasonal impacts on performance across the network. With periods of inclement weather (including flooding issues which had continued into early 2020); increased traffic volume resulting from seasonal shopping and the festive markets; and a large number of evening football fixtures all resulting in increased pressures upon the network.

The rail network had been below target throughout the period, with numerous issues resulting in delayed and cancelled services. However, positive news had been received concerning the resolution of Sunday service staffing issues.

Alison Chew, Interim Head of Bus Services TfGM, advised Members that Manchester Community Transport (MCT) had recently announced that, due to financial sustainability issues, they would cease to operate in April 2020. MCT currently operated 35 contracts for TfGM; though 21 of these had been due to expire in April 2020. TfGM would seek to manage the transition of the remaining contracts to other operators. TfGM officers were due to meet with the Local Managing Director of MCT to discuss the matter further and get more information, including the potential impacts on staff. A re-tendering exercise would commence in due course.

Comments and Questions

Members asked that a review of the MCT service, where appropriate, form part of the re-tendering process.

Members asked that councillors for relevant wards that would require a transition of services previously run by MCT, be kept informed of the developments taking place. They also asked that emergency measures be put in place until the tender issues were resolved.

Members made reference to a recent regional news item which had indicated that new trains replacing the previous Pacer stock required even more regular maintenance – was this the case? It was advised that the rail team would look into this and provide feedback.

Resolved /-

1. That the Transport Network Performance Report be noted.

2. That TfGM be asked to review the Manchester Community Transport offer where appropriate as part of the re-tendering process.
3. That relevant Members be kept informed of transition arrangements related to Manchester Community Transport within their wards; and
4. That officers be asked to respond directly to Councillor Steve Adshead regarding reliability issues with new trains replacing discontinued Pacer train services.

GMTC 20/20 A BETTER DEAL FOR BUS USERS

Alison Chew, Interim Head of Bus Services TfGM, took Members through a report that provided further detail following the announcement by the Department for Transport (DfT) in the autumn of 2019 that £220m would be committed to transform bus services, including mechanisms for local and combined authorities to bid for funds.

It was advised that the fund was to be divided up into four separate workstreams:

- £30m revenue funding for supported bus services for local authorities/mayoral combined authorities, of which GM had been allocated up to £1,589,849, dependent upon the need to complete a statement of intent.
- £50m fund for the first all-electric bus town or city.
- Up to £70m for 'Superbus' networks.
- £20m Rural Mobility Fund for on-demand services.

It was agreed at the meeting of the GMCA held on 14 February 2020 that GM would submit its statement of intent for funding as soon as possible, as continued commercial de-registrations meant that this additional funding was more vital than ever. The statement of intent would outline how GM intends to use the funding and demonstrate how it would meet the needs of local people and stakeholders. This would include engagement with local MPs, residents, local bus users (and non-bus users) and bus operators.

To effectively manage the process and ensure that the routes/service interventions with the best outcomes were included in the submission, weighted assessment criteria had been developed to inform the bid. These criteria fitted into within four broad categories: commercial sustainability; strategic fit; social inclusion, and alignment with network planning principles.

Comments and Questions

Members made reference to the 'Superbus' networks. The aim of these pilots was to increase bus patronage, particularly in areas that suffered significant levels of deprivation. It was queried whether this could be extended to places where residents needed to be encourage to use buses rather than cars, and in turn see benefits in relation to the Clean Air Plan. It was advised that the guidance stressed areas of deprivation as a priority – however, this would be taken away and considered further.

Resolved /-

1. That Greater Manchester's intention to submit a statement of intent to the Department for Transport for £1,589,489 for supported bus services be noted by the Committee;
2. That the approach and bidding criteria which have been developed to inform the Statement of Intent to the Department for Transport, which is planned for submission subject to approval by the Chief Executive of the GMCA and TfGM, in consultation with the GM Mayor, Portfolio Holder for Finance and Chair of the Greater Manchester Transport Committee (GMTC), in accordance with the timescales set out by Government be noted by the Committee.
3. That it be noted that a further report will be submitted to a future GMTC meeting on other opportunities for Greater Manchester to apply for funding as part of the Better Deal for Bus Users programme; and
4. That officers be asked to consider the feasibility of including areas that would benefit through the Clean Air Plan as part of the 'Superbus' network criteria.

GMTC 21/20 CHANGES TO THE BUS NETWORK AND REVIEW OF SUBSIDISED BUS SERVICES

Alison Chew, Interim Head of Bus Services TfGM, and James Lewis, Section Manager, Services Planning TfGM, introduced a report informing Members of changes that had taken place to the bus network since the last meeting of the Committee. Particular attention was drawn to Annex C of the report, which listed the proposed changes to general subsidised services and the reasoning for proposing those changes.

Comments and Questions

Members expressed concern about the proposed withdrawal of the subsidised 375 bus service (Mellor-Marple-Hawk Green-Stockport) and its partial replacement by a new Local Link service from Sunday 19th April 2020. The Chair was presented with two petitions asking for the retention of the service received via William Wragg MP and the Stockport Liberal Democrats Group.

Members expressed concern that there was a significant elderly population who used the 375 service to go from Mellor to Marple in particular, and that the Local Link offer was not a solution as the service would be oversubscribed, and would also need to be booked in advance, requiring prior planning every time someone without a car wanted to travel. It was stated that whilst the 375 service was not heavily used, it did provide vitally important social links to those who relied on it. It was also suggested that the withdrawal of the service could have an impact upon local businesses, such as award winning pubs in Mellor. With all of this in mind, some members of the Committee sought a postponement of the withdrawal decision until alternative funding could be found for the service.

Other members stated that whilst they understood the strength of feeling around this service – it was not possible to sustain the 375 route whilst reliant on a dwindling subsidy year upon year. Therefore as an alternative, it was suggested that a bid be considered via the government's Better Deal for Bus Users funding opportunities. Members stated that it was unfortunate, but the significantly reduced funding pot meant that when the cost per passenger for a service became so high, continued funding on the current basis could not be justified.

The Chair then moved to a Member vote. The first proposal by Councillor Doreen Dickinson was to postpone any decision on the withdrawal of 375 bus route services until alternative funding was secured for the route. The second proposal was by the Chair of the Committee, to accept the recommendations in the paper on the proviso that as part of the Better Deal for Bus Users bidding process, any representations made regarding the continuation of the 375 bus service be assessed against the appropriate criteria – with the findings to be reported back to the Committee. Following a Member vote, the Chair’s proposal carried.

A Member also raised concerns regarding the Bolton Combined Local Link, and its importance to local people employed by the Royal Bolton Hospital. It was proposed that any decision on the withdrawal of the service be postponed. Following a vote, this proposal did not carry. The relevant Member would converse directly with officers on arrangements following the withdrawal of the service.

Resolved /-

1. That the changes to the commercial network and the proposals not to replace the de-registered commercial services as set out in Annex A of the report, be noted.
2. That Members agree that no action be taken in respect of changes or de-registered commercial services, as set out in Annex A of the report.
3. That Members agree that no proposed action be taken in respect of changes or de-registered commercial services, as set out in Annex B of the report.
4. That the proposed changes to general subsidised services set out in Annex C of the report, be approved; and
5. That as part of the Better Deal for Bus Users process, the representations made regarding the continuation of the 375 bus service be assessed against the appropriate criteria. With the findings to be reported back to the Committee.

GMTC 22/20 METROLINK PERFORMANCE UPDATE

Danny Vaughan, Head of Metrolink TfGM, was invited to provide an overview to Members of the recent operational performance of Metrolink services.

It was advised that the Metrolink service continued to grow in size, and had seen over 45.5 million passengers in the previous year, an increase of 2.7 million trips over the 2018 period. There had been some issues with punctuality and reliability over the period. Punctuality had fallen below target during periods 9 and 10 – these had resulted from road traffic collisions, signal failures and driver availability.

The road traffic collisions had adversely affected vehicle availability, and had continued to have an impact on longer-term vehicle availability. Work was continuing through a vehicle availability improvement plan to review the processes regarding vehicle repair and to implement and identify efficiencies. A system wide network control failure for 30 minutes on 23rd October 2019 had also caused significant disruption to services on the network.

It was advised that work continued at pace to ensure the Trafford Park line was ready to open to passengers in April 2020. The line would initially operate between Cornbrook and the Trafford Centre – extending fully to Crumpsall by the end of 2020.

Comments and Questions

A member expressed concern that anti-social behaviour remained an issue on public transport, with serious issues on the Rochdale and Oldham tramline being highlighted. There was a public perception that the TravelSafe unit were rarely seen, allowing ASB issues such as aggressive begging on trams and platforms to continue to take place.

It was advised that a lot of positive feedback had been received following the introduction of the TravelSafe unit, and that the forthcoming tactical priorities for the unit were to take place on the Bury and Rochdale/Oldham lines. Danny Vaughan would liaise with the Member directly to address his concerns.

Members expressed concern that the systems wide failure of 23rd October 2019 showed that the core network control infrastructure needed replacing; yet there appeared to be no visible timetable in place for addressing this. It was advised that a timetable was in place, and that progress was being made, with a procurement exercise having taken place and that the bids had been received back for the contract to renew the whole of the fibre optic network. This was a significant task and would take around a year to complete – however to mitigate issues, a lot of resilience work had taken place on the existing network.

Members expressed concern that Cornbrook, noted as the busiest point of any light rail service in Europe, would become even more congested with the introduction of the Trafford Park link. Were there long-term plans in place to alleviate these pressures? It was agreed that this was a significant challenge, an order of 27 trams were due in the summer that would help to alleviate capacity issues later in the year. Longer-term capacity options were being considered as part of the 2040 plan, including possibilities such as longer vehicles, alternative routes and underground metro systems.

Members asked about increasing the number of Metrolink routes to Piccadilly Station. It was advised that HS2 plans would require extensive remodelling of the Station – this would have a significant impact for Metrolink and provide the opportunity to look at the possibility of increasing the number of Metrolink platforms at the station and increasing capacity.

Members welcomed and congratulated the commitment to apprentices within the local community – following the good news that 28 new apprentices and trainees from underprivileged backgrounds across GM had been hired in the past year.

Resolved /-

1. That the performance of Metrolink services be noted; and
2. That Danny Vaughan will liaise directly with Councillor Phil Burke to understand more of Rochdale's concerns, noting that a senior GMP officer will be present when an update on Travelsafe is presented to Members at the March meeting

GMTC 23/20 METROLINK TICKETING

Stephen Rhodes, Customer Director TfGM and Helen Humble, Head of Ticketing TfGM, were invited to provide an update on ticketing changes across the transport network.

Highlights included the introduction of Metrolink Zonal Fares, which meant that 78.5% of individual fares were cheaper than they had been previously. The introduction of contactless travel, which had seen 380,000 individual uses to date and was particularly popular on event days. The introduction of Our Pass for 16-18 year olds, which provided opportunities for the over 60,000 young people who were in the pilot at any one time, and the new 'Early Bird' scheme would allow customers who touched-in before 7am on weekdays to benefit from off-peak daily caps.

Other initiatives included the introduction of an annual £10 charge for off-peak travel on Tram and Train across GM for concessionary pass holders; the extension of eligibility of the Women's Concessionary Travel Scheme and the extension of free bus travel to care leavers in the region.

A point of clarification was raised that the slides had incorrectly indicated that the Women's Concessionary Travel Scheme had extended to those born before and up to November 1955. It was confirmed that this extension was actually before and up to April 1955.

Comments and Questions

Members stated that the combined ticket trial in Rochdale had been very well received and would be welcomed on a permanent basis. It was also asked whether family ticket purchases could be made available through the phone app to allow for ease of purchase when at busy stations. It was advised that whilst there was fair evasion concerns, options around family ticketing availability were being actively looked at as part of new procurement work.

Members noted that some residents were still concerned that the £10 concessionary charge included the use of buses, and that more communication work was still needed to reassure the public that buses remained free and that this was a tram/train add-on. It was also asked whether there was capacity to allow residents to pay this £10 charge at train stations and not just travel shops. It was advised that further work had taken place on communications around the £10 charge, making best use of the media's most likely to be used by this customer group. With regards to paying at stations – unfortunately at present, the technology was not in place to allow for the purchase to be made at train stations, but as technology developed it was hoped that this could be introduced.

Members expressed concern about the cost per head of the Our Pass scheme, which at present worked out at over £300 per registered user. Was a review to be undertaken to consider the success of the scheme, and had there not been a consideration of what would constitute value for money at the outset of the project?

It was advised that an independent review of Our Pass had recently been commissioned, and that the resulting evaluations would be reported back to both the Mayor and the GM Transport Committee. The GM Mayor would also be present at the next GM Transport Committee and could provide further information on his targets for Our Pass.

Members referenced contactless and phone app payments – and whether it was possible to

encourage tap on/off price reduction offers that would make bus use for attractive to casual users. Bus operators present at the meeting advised that this was technically possible, but work would need to be undertaken to establish whether an increase in bus users through offers would offset the revenue lost.

Members expressed concern around continuing instances of card clash – for example, where residents are using a pensioner pass, when kept by a debit card it was charging that card in addition. It was advised that communications work around this had been done previously, and a new set of communications would further remind users of the need to keep cards separate to avoid this issue.

Resolved /-

1. That the presentation on Metrolink ticketing be received.
2. That comments from Members on future ticketing opportunities be noted; and
3. That further communications around the risk of ‘card clash’ in contactless payment be sought by Members.

GMTC 24/20 SOCIAL VALUE

Kate Brown, Director of Corporate Affairs, TfGM, introduced an item updating Members on TfGM’s contribution to wider social value through all of its activities. It was advised that the delivery of social value was predicated on six key policy objectives:

- Objective 1: Promote employment and economic sustainability
- Objective 2: Raise the living standards of local residents
- Objective 3: Promote participation and citizen engagement
- Objective 4: Build the capacity and sustainability of the voluntary and community sector
- Objective 5: Promote equity and fairness
- Objective 6: Promote environmental sustainability

Comments and Questions

Members asked whether TfGM was considering further refreshing its progressive procurement policy in light of increasing climate change concerns – and also sought more information on the collective impact of the social value work being undertaken through the TfGM budget.

It was advised that the Committee had taken a report on climate change at its previous meeting, and that a piece of work had been commissioned to help ensure that TfGM and its partners were meeting the green agenda through procurement and projects. As agreed in GMTC 17/20 a further report would be brought to the Committee on this in the new municipal year. In regards to collective impact frameworks, close work was taking place with the Combined Authority to align policies and ensure consistency throughout GM.

Members referenced the Good Employment Charter for GM, and that this and other levers should be used to reward companies that had proven records of good employment practice.

Resolved /-

1. That the report on TfGM's contribution to social value be noted; and
2. That comments received from Members identifying further opportunities/areas of focus for TfGM to deliver social value in future, be noted.

GMTC 25/20 AGE FRIENDLY TRANSPORT

Kate Brown, Director of Corporate Affairs, TfGM and James Baldwin, Policy Officer, TfGM, introduced a report updating Members on transport initiatives to support the GM Ageing Strategy, developed in response to the opportunities and challenges presented by GM's ageing population.

Three areas of work currently seeing a lot of activity were highlighted:

- Community Transport was making excellent use of voluntary lift services, and looking at models to increase the existing provision.
- A city centre pedestrians crossing trial was in place to look at reducing the amount of time pedestrians have to wait to cross the road whilst also increasing the green man times allowing longer for people with mobility issues to cross. The trial would allow further understand of how to do this whilst also minimising the impact on traffic.
- Support for older drivers continued with 'Safer Driving for Longer' courses continuing to be promoted, and the arrangement of a large-scale seminar for older drivers in April.

Comments and Questions

Members expressed concern about the ability to communicate messages to more vulnerable members of society who may not have access to app technology, regarding network delays for example. Could more effective messaging be relayed on screens at stations, as some found communications through speakers at platforms hard to understand.

It was advised that in terms of engagement, different channels were employed to ensure that the differing needs of communities were met. The comments on effective messaging at stations would be reported back to the Disability Design Reference Group (DDRG) for their consideration.

A Member advised that officers working on pedestrians schemes should consider a new report from social scientists and architects linked to the Manchester Urban Ageing Research Group (MUARG) titled 'Developing Age-Friendly Communities in the Northern Gateway Urban Regeneration Project' which provided insight into how older people experienced walking within the urban realm. The Member also referenced the need to make the urban realm more convenient for older residents to walk to bus and Metrolink stops, by providing more rest facilities such as benches within close proximity of the amenities.

Members raised the continuing issues around pavement parking across GM – which was a key factor in making walking difficult for many older residents. It was advised that TfGM were working closely with highways officers across the 10 GM boroughs on work that could be done to combat this in the absence of existing legislation. GM would continue to push for further enforcement powers.

Resolved /-

1. That the update report on age friendly transport be noted.
2. That concerns raised about signposting of network issues at stations be forwarded to the Disability Design Reference Group (DDRG) for consideration; and
3. That officers be asked to consider a new report from social scientists and architects linked to the Manchester Urban Ageing Research Group (MUARG) titled 'Developing Age-Friendly Communities in the Northern Gateway Urban Regeneration Project' which provides insight into how older people experience walking within the urban realm.

GMTC 26/20 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 item of 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.

GMTC 26/20 FORTHCOMING CHANGES TO BUS SERVICES - PART B

Resolved /-

1. That the report be noted.

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Greater Manchester Transport Committee –

Draft Work Programme

April 2020

The table below suggests the Committee’s work programme for April 2020.

Members are invited to further develop, review and agree topics which they would like to consider.

The work programme will be reviewed and updated 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

Friday 17 April 2020

MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Bus Operational Focus	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
	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. Bus operators to attend.	Implementation
	Passenger Facilities Update	Howard Hartley, TfGM	To provide information on the latest developments in relation to bus services passenger facilities.	Implementation

MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Strategic items	Sustainable Journeys	Stephan Rhodes, Anna Collins, TfGM	A report on initiatives to support a shift to more sustainable travel. To include the promotion of sustainable travel options to people moving into new homes and workplaces.	Policy development
	Passenger Satisfaction Report	David Sidebottom, Transport Focus	Report on the findings of the annual passenger surveys conducted by Transport Focus.	Accountability
	Customer Information	Sean Dyball and Rachel Hutchins, TfGM	An overview of the Customer Travel Information roadmap and key priority areas for the next 12 months for members to comment and give direction. To include an update on real-time bus information.	Implementation
	Road Traffic Enforcement	GMP and Road Safety Partnership	To discuss the criteria for the installation of speed cameras and future development of the network, and consider the measures in place to enforce penalties for the miss-use of bus lanes.	Implementation

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Greater Manchester Transport Committee

Date: 13 March 2020

Subject: Transport Network Performance Report

Report of: Bob Morris, Chief Operating Officer, TfGM

PURPOSE OF REPORT

This report provides an overview of Transport Network Performance in Greater Manchester for January 2020.

RECOMMENDATIONS:

Members are asked to note the contents of the report.

CONTACT OFFICERS:

Alex Cropper	Interim Head of Operations	0161 244 1122 alex.cropper@tfgm.com
Julie Flanagan	COO Sponsor and Support Officer	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: 2

- Appendix A: Glossary
- Appendix B: Metrolink Performance

BACKGROUND PAPERS: Nil

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	
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 network performance report covers performance across all transport modes in Greater Manchester during January 2020.

2 OVERALL NETWORK PERFORMANCE SUMMARY

- 2.1 Following the quieter first week of January and once the traffic management embargo for non-emergency roadworks was lifted on the 6th January there was a period of predicted delays on the highway network due to maintenance and enhancement projects.
- 2.2 The second half of January saw the commencement of significant highway improvement schemes within and around the Regional Centre which impacted the highway and bus networks. These included Great Ancoats Street; work on the Chorlton Cycle Scheme at the junction of Royce Road and Chorlton Road; the Salford Western Gateway bridge closing for maintenance; the commencement of the Hyde Road Pinch Point Scheme in Gorton; and utilities work on the A6 in Swinton.
- 2.3 TfGM have worked with District partners to update the travelling public on the range of schemes via the Travel Advice hub on TfGM.com
- 2.4 The disruption to the operational capacity of the network during these major roadworks schemes is reflected in the Bus performance which has shown a downward trend, during the second half of the period.
- 2.5 Metrolink performance was impacted in terms of both punctuality and operated mileage in the period mainly due to third party incidents including RTCs and medical emergencies.

- 2.6 Both Public Performance Measure (PPM) and On-time performance for Northern and TPE continued to be poor with significant disruption to customers and further detail is given in the quarterly Rail performance report.

3 NETWORK OVERVIEW

Events

- 3.1 Evening football fixtures and incidents on the SRN have impacted on the highways network with additional traffic coming into the Regional Centre during the PM peak which puts additional traffic on to a network operating at near to capacity.
- 3.2 Incidents of flooding and poor weather throughout the month continued to impact parts of the region, resulting in the disruption of the highway network.

Metrolink

- 3.3 Metrolink Network performance is published on the TfGM.com website, with individual line performance shown in addition to the overall network (APPENDIX B).
- 3.4 Metrolink performance has remained broadly similar to previous months in terms of both punctuality and reliability, ending the period just below targets.
- 3.5 A number of tram failures and the issue of road traffic collisions and cars blocking the tracks had a detrimental impact on performance. However, reliability targets were achieved or bettered on 17 days during the Period, with the 5th January recording zero lost miles.
- 3.6 A Police incident at Market Street adjacent to the tram stop led to the stop being cordoned off. It was reported that three people were injured with non-life-threatening injuries

Towards the end of the period several incidents resulted in disruption to the Metrolink network. There were points failures at Eccles and St Werburgh's Road, power outages on the Eccles and Ashton Lines, medical emergencies on the Bury and Airport Lines and sadly a fatality on the Oldham and Rochdale Line.

Rail

- 3.7 Since the start of the franchise in April 2016, PPM has declined from a moving annual average (MAA) of 89.3% to 81.2% for Northern's Central Region services. PPM has recovered from a franchise low of 65.3% in Period 9 to 81.9% at the end of Period 11.
- 3.8 Right Time performance for Northern in its Central region declined from 58.8% in Period 1 (01 April – 27 April 2019) to just 30.8% in Period 9. It has since recovered slightly, finishing at 49.3% in Period 11. Performance, however, remains well below target and is 5.4% worse than in the same period of last year.
- 3.9 In Period 11 there was a decrease in cancellations, largely due to improved performance and the productivity agreement between Northern and ASLEF and its drivers being put into place. However, despite the fall these figures are still adverse to targets. With total Northern cancellations at 1,417, a 122% increase on last year's figure of 67324.
- 3.10 Northern short formations tell a similar story with a decrease on last periods figure, total short formations are now at 2,448. However, this is a 32.2% increase on last year's figure. Notably short formations have remained worryingly high for both Northern's North and South Manchester groups.
- 3.11 TPE's moving annual average (MAA) PPM figure has fallen from 89.3% at the start of its franchise to just 77.7% at the end of Period 11, 2019/20. PPM improved from 61.7% in Period 10 to 82.0% in Period 11, however this is still below its 84.0% target and 3.2% below last years figure.
- 3.12 Right Time figures for TPE services have also improved since the very low figure of 18.2% attained in Period 9. This figure rose from 32.0% in Period 10 to 49.1% in Period 11.
- 3.13 Like Northern TPE experienced a decrease in the numbers of cancellations across its business, with 740 services cancelled in the period, most of these on its North service group. Although this is an improvement on the last period, this is largely due to TPE's further amended timetable. As of 03 February, TPE began to reintroduce its

Liverpool – Edinburgh services, the last of which were re-introduced on Monday 17 February.

- 3.14 TPE short-formations have increased dramatically in Period 11, totalling 361, 151 of these on South TransPennine (Airport – Cleethorpes) route, this largely as a result of delays to the introduction of new electric rolling stock and the over-stretching of the current fleet, notably Class 185 units.
- 3.15 Network Rail infrastructure delay remain static but external delay has increased in the period, due to an increase both fatality and trespass related incidents.

Bus

- 3.16 Bus performance reflected traffic volumes and journey time reliability on the highway network overall, in particular due to the commencement of the major highway improvement schemes, with the Princess street works causing future concerns and liaison with MCC is being undertaken to look at minimising the impact.
- 3.17 The Service delivery problems continue to be reported on Diamond’s services in Bolton, which continue to be raised with the operator as a priority and addressed through contract management procedures where appropriate.
- 3.18 Following recent announcements by Jim Stones Coaches and Manchester Community Transport (MCT) about the future of their operations in Greater Manchester, TfGM officers have been working to understand and mitigate any passenger impacts this may cause.

Highways

- 3.19 Seasonal impacts such as darker morning and nights, inclement weather and mid-week football have led to traffic congestion during the latter half of January, however the major highway improvement schemes detailed earlier in the report have been the largest contributor to delays on the network.

TfGM supported MCFC’s Sustainable Transport’ day on 01 January prior to the clash with Everton which focused on the promotion of walking routes and Metrolink services to season ticket holders who live close to the stadium. Hundreds of customers were advised and encouraged to use the new online travel hub to improve their journey in 2020. 300

supporters also took part in the official guided supporters walk from the City Centre to the stadium.

4 NETWORK PERFORMANCE SCORECARD

Metrolink¹	Status	Target	Achieved	Trend
Metrolink Punctuality	G	90%	90.5%	S
Metrolink Reliability	A	99%	98.9%	S
Rail¹	Status	Target	Achieved	Trend
Northern Punctuality (PPM)	R	85.1%	81.9%	W
Northern Reliability (CaSL)*	R	1.8%	4.7%	W
Northern Right Time**	R	57.2%	49.3%	W
TPE Punctuality (PPM)	R	84.0%	82.0%	W
TPE Reliability (CaSL)	R	7%	9.2%	W
TPE Right Time*	R	63%	49.1%	W
Network Rail Delay Minutes	R	33,075	34,041	W
Bus²	Status	Target	Achieved	Trend
Network Bus Service Reliability	G	97.0%	97.7%	S
Commercial Bus Service Reliability	G	97.0%	97.4%	S
Subsidised Bus Service Reliability	G	97.0%	99.1%	S
Network Bus Overall Punctuality	G	80.0%	83.0%	I
Commercial Bus Overall Punctuality	G	80.0%	82.5%	I
Subsidised Bus Overall Punctuality	G	80.0%	88.7%	I
Network Bus Regularity	R	97.0%	95.6%	I
Commercial Bus Regularity	R	97.0%	95.6%	I
Subsidised Bus Regularity	n/a	97.0%	n/a	n/a
Highways²	Status	Target	Achieved	Trend
Highways Journey Time Reliability	A	90.0%	86.9%	W
Highways Level of Delay (Average)	A	30.0%	42.0%	W
Network Safety	Status	Predicted	Actual	Trend
Killed and Seriously Injured (rolling 12m to Aug '19)	R	566	627	W

** TfGM assumed targets set, to be finalised at a later date. ** Network Rail performance target data*

See Appendix A for glossary.

Reporting Periods: 1 – Period 10 (05 January 2020 – 01 February 2020)
2 – January 2020

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

Glossary

Measure	Description	RAG thresholds
Metrolink Punctuality	Percentage of trams departing less than two minutes late.	GREEN if equal to or above 90% RED if less than 90%.
Metrolink Reliability	Percentage of planned miles operated.	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 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 of consecutive periods. GREEN if improving over consecutive periods.
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.	Target for Period 11 is 7%. RED if above target. AMBER if equal to target. GREEN if below target.
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 Right Time	% of recorded station stops where the train arrived less than one minute later than its advertised time.	Target for Period 9 is 49.3%. GREEN if above or equal to target. RED if below target.
TPE Right Time	% of recorded station stops where the train arrived less	No industry targets set. RED if trend is worsening over consecutive periods.

Measure	Description	RAG thresholds
	than one minute later than its advertised time.	AMBER if stabilising of consecutive periods. GREEN if improving over consecutive periods.
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%

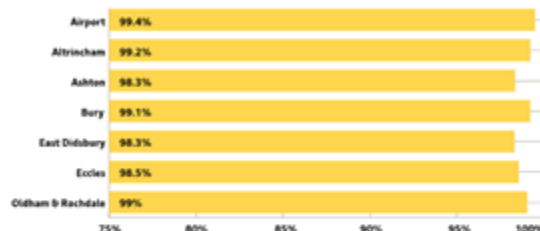
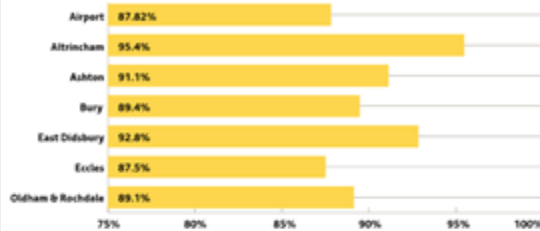
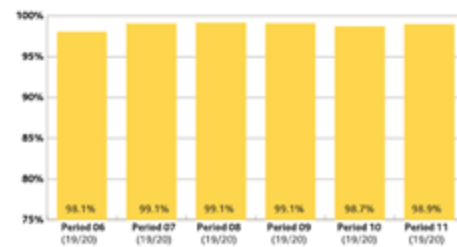
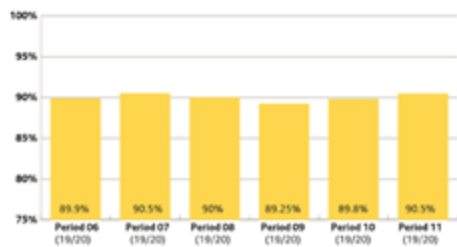
Measure	Description	RAG thresholds
Highways Level of Delay (Average)	The difference between the typical journey time (median) and the optimum journey time (5th percentile) during the peak period.	GREEN < 30% AMBER 30-50% RED >= 50%
Killed & Seriously Injured (KSI)	Number of people killed or seriously 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.)

Metrolink Performance Network Summary

KeolisAmey Metrolink aim to deliver a reliable service to our customers. We want to share with you how we are performing.

This report covers our four-week period between: **05 January until 01 February 2020**

How we performed



Issued on 21 February 2020



Metrolink is operated on behalf of
Transport for Greater Manchester by
KEOLIS amey
Metrolink

Greater Manchester Transport Committee

Date: 13 March 2020

Subject: Rail Performance Report

Report of: Bob Morris, Chief Executive Officer, TfGM

PURPOSE OF REPORT

To provide Members with an update on rail performance in Greater Manchester from Rail Period 10, 2019/20 to Rail Period 11, 2020/20 (08 December 2019 – 01 February 2020).

RECOMMENDATIONS:

Members are asked to note the contents of the report.

CONTACT OFFICERS:

Simon Elliott	Head of Rail Programme	0161 244 1536
Caroline Whittam	Head of Rail Franchising	0161 244 1748

RISK/ FINANCIAL/ LEGAL CONSEQUENCES/DETAILS

Risk Management – N/A
Legal Considerations – N/A
Financial Consequences – N/A
Financial Consequences – Capital - N/A

BACKGROUND PAPERS:

- GMTC Rail Performance Report, 17 January, 2020
- GMTC Rail Performance Report, 13 September, 2019
- GMCA Rail Performance Report, 01 March, 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?		N/A
GMTC	Overview & Scrutiny Committee	
N/A	N/A	

1 INTRODUCTION

- 1.1 This report provides a summary of rail network performance in Greater Manchester (GM), focusing on performance from Rail Period 10, 2019/20 to Rail Period 11, 2020/20 (08 December 2019 – 01 February 2020).

2 BACKGROUND AND OVERVIEW

- 2.1 Overall rail performance for all operators in GM has improved in Periods 10 and 11, with the Public Performance Measure (PPM) for both Northern's Central Region and TransPennine Express increasing by 16.6% and 24.1%, respectively since Period 9 (10 November – 08 December 2019). Despite this, performance for both operators remains adverse to target and worse than the corresponding periods last year.
- 2.2 Since Period 9, Network Rail's total delay minutes within its Manchester Delivery Unit have reduced and remained stable over Periods 10 and 11. Infrastructure delay increased in Period 10 but declined in Period 11, which saw a large increase in 'Other delay', largely caused by incidents of trespass and fatality.
- 2.3 New timetables came into effect on 15 December 2019. These featured incremental changes for Northern services, aimed at maintaining stability. Northern's peak time services between Huddersfield – Manchester were withdrawn and Southport services began to operate all day to Alderley Edge via Bolton. For TPE, new Scottish services from Liverpool to Glasgow were introduced and Newcastle services extended to Edinburgh.
- 2.4 Both Northern and TPE have continued to experience delays in the delivery of new rolling stock and the need for this to be put into passenger service as quickly as possible has resulted in condensed timescales for driver training. This continues to cause driver shortages for both Northern and TPE. For Northern, this had been exacerbated by the lack of a rest day working agreement for its drivers in Central and West regions, resulting in multiple planned and un-planned cancellations on Sundays across Greater Manchester. Various routes were affected, with bus replacement, other operators' services or Metrolink ticket acceptance being put into place. This has now been resolved through a new productivity agreement, which saw Sunday services return to a near normal level from 26 January, 2020. For TPE, thirty-two of its planned new Scottish services were withdrawn as it implemented an amended timetable, due to the availability of both new rolling stock and trained crew. These have subsequently been reintroduced.
- 2.5 A series of unprecedented major incidents took place during the first week of the December timetable in Period 10, which significantly affected performance. These included a unit derailed at a depot, damaged OHLE resulting from a tree blown onto it, a ram-raid at Wigan North Western station, a broken down train at Piccadilly, track circuit failures at Castleton and a withdrawal of labour at Victoria after a threatened assault on staff. These

all resulted in the worst week of performance since the start of both Northern and TPE's franchises.

- 2.6 Further to this, increases in staff sickness in the lead up to Christmas (by 30% for Northern compared to 2018) led to additional late-notification service cancellations. On Christmas Eve, this resulted in Northern pre-cancelling 95 Greater Manchester services, with a further 201 cancelled in advance of 27 December.

3 Interim arrangements for the Operator of Last Resort (OLR) and Northern Rail.

3.1 The OLR took over the Northern Rail Franchise on 1 March 2020.

3.2 The OLR is governed by Directly Operated Holdings Ltd (DOHL) which is a company owned wholly by the Secretary of State for Transport. The DOHL board is appointed by the Secretary of State and consists of five directors, including a Chair (Richard George), and a CEO (Robin Gisby)

3.3 The OLR will operate services under the name 'Northern Trains Ltd', however the change of ownership will have very little (if any) immediate impact on passengers. Nick Donovan has been appointed as the new Managing Director of Northern Trains Ltd.

3.4 The Northern network is huge and complex – serving over 108 million passenger journeys a year on 2800 daily services, calling at 528 stations. Because of this complexity and the fact that many of Northern's problems are infrastructure-related there will be two main activities:

- DOHL to prepare a plan in their first 100 days. This will be a top to bottom review of everything from operational management, to rostering patterns and, most critically, customer experience. This will gather detailed and accurate information about the business and establish a budget and business plan to which the business can operate, whilst the wider and longer-term arrangements are developed.
- DOHL to work with Network Rail and build a comprehensive new masterplan to review congestion around Manchester.

3.5 In addition the Secretary of State has committed to delivering real and tangible improvements across the network as quickly as possible, and will introduce a series of measures including;

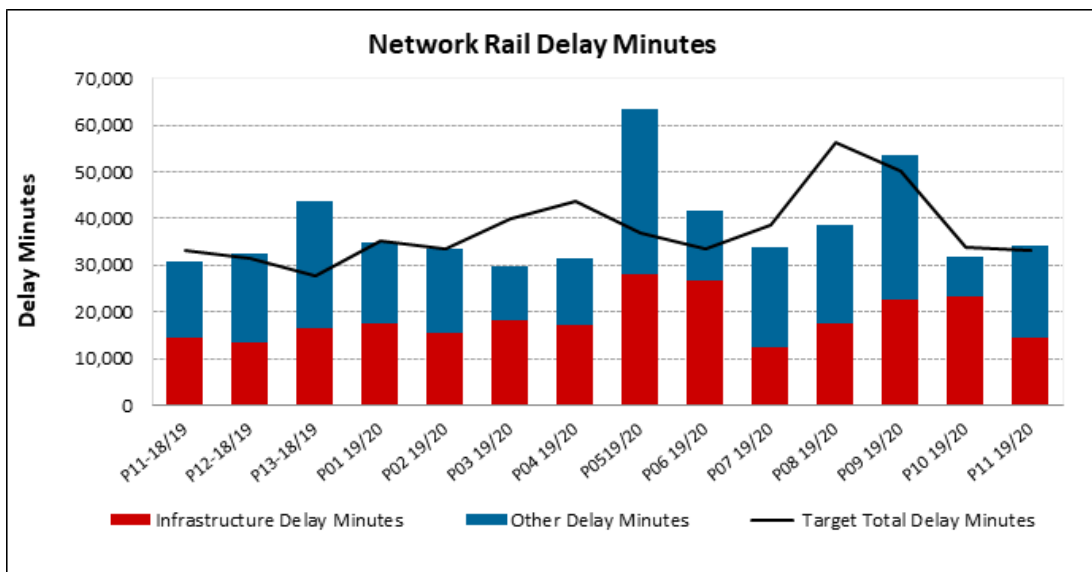
- introduce a number of electric trains from elsewhere on the network, boosting capacity for commuters into Manchester and Leeds
- lengthening platforms at 30 stations by the spring, in addition to the 30 already completed, to allow longer trains to run

- all existing trains will be deep-cleaned and the approach to cleaning reviewed to ensure passengers experience the service they deserve from the first train to the last
- building on the recent agreement with ASLEF and improve the reliability of Sunday services

4 NETWORK RAIL PERFORMANCE

4.1 Network Rail operates the UK’s railway infrastructure, including track, signalling, level crossings and major stations. The performance of railway infrastructure is measured by the number of minutes that trains are delayed by infrastructure failures or external issues such as weather-related events, trespass, theft, vandalism and suicide on the railway.

4.2 The chart below illustrates Network Rail delay minutes in its Manchester Delivery Unit over the past 14 periods, split by Infrastructure and Other (or ‘external’) causes, as above. Over the past few months, ‘Other delay’ has significantly increased, and now accounts for over 50% of total Network Rail delay minutes. This is largely due to increases in trespass, fatality and threatened suicide on the railway, along with increased incidences and severity of extreme weather events. This peaked in Periods 5 and 9, largely due to extensive flooding across the region.



4.3 Period 10 experienced a rise in infrastructure delay, with OHLE issues at Ardwick on 13 December causing almost 6,000 minutes delay and 110 cancellations alone. Additionally, a signalling failure at Salford on 20 December was responsible for over 1,500 minutes delay.

4.4 In Period 11, infrastructure delay decreased but ‘Other Delay’ rose; this included two fatalities and a case of threatened suicide on the local network.

SIGNIFICANT LOCAL INCIDENTS IMPACTING PERFORMANCE

Date (Period)	Location	Incident	Operational Impacts (Delay minutes and cancellations)	
13 Dec (P10)	Astley	Flooding	2,840 mins	6 part and 6 full cancellations
13 Dec (P10)	Ardwick junction	OHLE failure	5,886 mins	78 part and 32 full cancellations
19 Dec (P10)	Manchester Vic	Suspended Working	7,945 mins	67 part and 19 full cancellations
16 Jan (P11)	Manchester Oxford Road	Axle counter failure	3,367 mins	12 part and 6 cancellations
20 Jan (P11)	Cheadle Hulme	Possession overrun	2,316 mins	12 part and 2 cancellations
29 Jan (P11)	Astley	Suicidal Person	2,213 mins	20 part and 1 cancellation
30 Jan (P11)	Cheadle Hulme	Fatality	1,515 mins	14 part cancellations

- 4.5 Network infrastructure capacity constraints and the lack of timetable resilience causes an increase in reactionary delay to incidents. Train operations in Greater Manchester are also adversely affected by incidents occurring well beyond our region. Late running long distance services and the effect of regulation prioritising these over local services continues to impact performance, notably in South Manchester.

SIGNIFICANT NETWORK INCIDENTS AFFECTING GM PERFORMANCE

Date (Period)	Location	Incident	Operational Impacts (Delay minutes and cancellations)	
13 Dec (P10)	Birmingham	Trespass	2,631 mins delay, 40 part and 6 full cancellations.	
06 Jan (P11)	Penrith	Fatality	4,637 mins delay, 17 part and 4 full cancellations.	
10 Jan (P11)	Rugby	Locomotive failure	2,779 mins delay, 28 part and 8 full cancellations.	
16 Jan (P11)	Lancaster	OHLE dewirement	4,713 mins delay, 153 part and 55 full cancellations.	
18 Jan (P11)	Crewe	Fatality	2,588 mins delay, 22 part and 6 full cancellations.	

23 Jan (P11)	Watford	Points failure	4,039 mins delay, 21 part and 17 full cancellations.
14 Feb (P12)	Bamford	Track defect	2,420 mins delay, 17 part and 4 full cancellations.

5 NETWORK RAIL ROUTE CRIME

- 5.1 Criminal activity on the rail network includes trespass, vandalism, threatened suicide, fatality and cable theft. Network Rail is responsible for these causes of delay. Physical mitigation includes enhanced platform end and trackside fencing, fixed and mobile CCTV (including intelligent monitoring systems) and bridge spiking.
- 5.2 Engagement with local agencies, including the Samaritans and mental health groups continues and, additionally, BT Police has an officer stationed at Network Rail's control centre. BTP also formally joined the travelsafe partnership in January.
- 5.3 The table below details the number of various incidents and minutes delay caused in Periods 10 and 11 in Network Rail's Manchester area.
- 5.4 Delays as a result of criminal incidents on the railway fell in Period 10 but increased subsequently in Period 11, due to the nature and length of trespass incidents (including a threatened suicide) and a further two fatalities across the network.

Category	P09 2019/20 Incidents (Mins)	P10 2019/20 Incidents (Mins)	P11 2020 Incidents (Mins)
Trespass	31 (2,487)	26 (886)	26 (4,743)
Vandalism	2 (29)	-	4 (170)
Fatality	3 (7,761)	-	2 (1,593)
Total	36 (10,277)	26 (886)	32 (6,506)

6 NETWORK RAIL UPDATES

Piccadilly Station – One Team

- 6.1 Network Rail and TOC's at Piccadilly have been working to introduce new dedicated team on Platforms 13/14 at Manchester Piccadilly, responsible for customer service, passenger assistance and safety/security on these platforms. The aim is to run these platforms as a 'station within a station', improving the passenger environment, safety and train performance.
- 6.2 Staff will be wearing a new One Team hi-vis tabard (Network Rail and TOCs). This is Intended to improve visibility of staff and which, combined with joint 'One Team Piccadilly' training, will ensure that all colleagues can work with passengers regardless of which operator they are travelling with.
- 6.3 Improvements to the lighting on platforms and hundreds of additional seats for passenger use have also been completed by Network Rail.

Spring weekend upgrades on the West Coast Mainline

- 6.4 Network Rail will be delivering a multi-million-pound programme of maintenance and renewal work on the West Coast Mainline over 10 weekends between April and June this year impacting on GM rail service.
- 6.5 Engineers will refurbish or renew more than 17 kilometres of track at 20 locations along the line. Therefore, passengers looking to travel over the upcoming bank holiday weekends are being reminded to plan ahead, as major engineering work takes place on the West Coast main line between London and Scotland.
- 6.6 The key weekends of Railway Upgrade Plan work, agreed with the rail industry , are as follows:
- 10 – 13 April (Easter weekend)
 - 2 – 3 May
 - 9 – 10 May (after VE Day bank holiday Friday)
 - 23 – 25 May (late May bank holiday)
 - 10 weekends of work between Carstairs and the border in Scotland (Saturday 4 April – Sunday 7 June)
- 6.7 The vital upgrades will help to make the railway more reliable and improve future journeys. In advance passenger are urged to check before travelling at the National Rail website: www.nationalrail.co.uk/westcoast.

GM specific updates

Slade Lane, Levenshulme Bridge Upgrade

- 6.8 Network Rail staff have been working on a £650,000 upgrade to the Slade Lane, Levenshulme bridge. The works aim to restrengthen the bridge making it into a more reliable part of the Great North Rail Project.

Bredbury Car Park

- 6.9 Northern and Network Rail are working together to deliver a £40,000 investment to improve the car parking and drainage facilities at Bredbury.

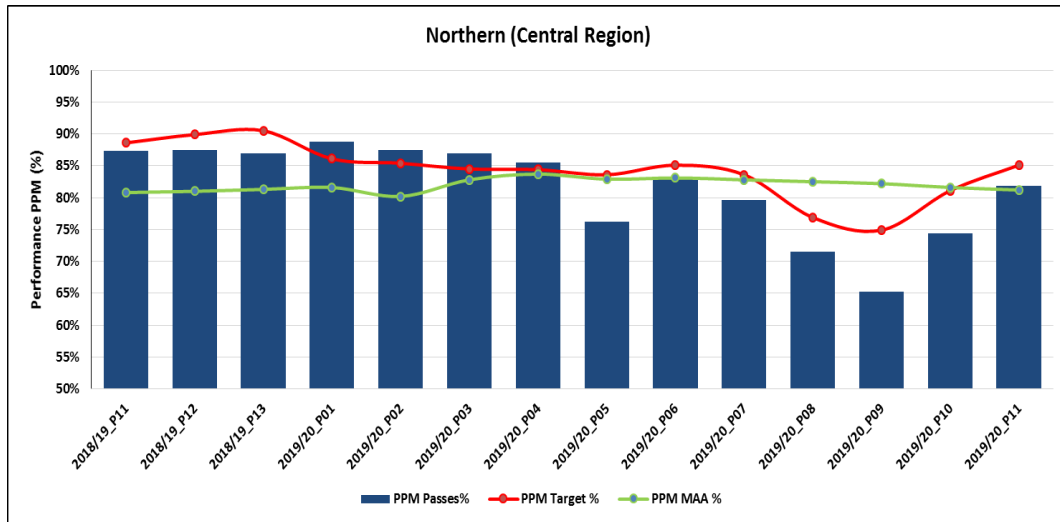
Stalybridge

- 6.10 Network Rail continue with there trespass and vandalism prevention activities in the Stalybridge area, this includes better fencing and community activities. Stalybridge is one of the biggest hotspots that affects the reliability and performance of services in Greater Manchester.
- 6.11 Members are invited to raise any specific infrastructure items with Network Rail.

7 TRAIN OPERATOR PERFORMANCE METRICS

- 7.1 Train operators, including Northern and TransPennine Express (TPE), have performance regimes with annual and period targets for:
- Public Performance Measure (PPM) – previous rail industry standard measure for trains arriving at destination within 5 mins (Northern and Transport for Wales) or 10 mins (TransPennine Express and other long-distance operators) of the advertised timetable. Northern and TPE are measured contractually using this metric.
 - Right Time – the industry measure from 01 April 2019, where a train is classed as right time within one minute of its scheduled arrival. Figures quoted in this report are for right time arrivals at final destination stations unless otherwise stated.
 - Cancellations and Significant Lateness (CaSL) - the proportion of trains which arrive at their final destination greater than 30 minutes from planned arrival or are full/part cancelled or incur missed stops.

8 NORTHERN PERFORMANCE



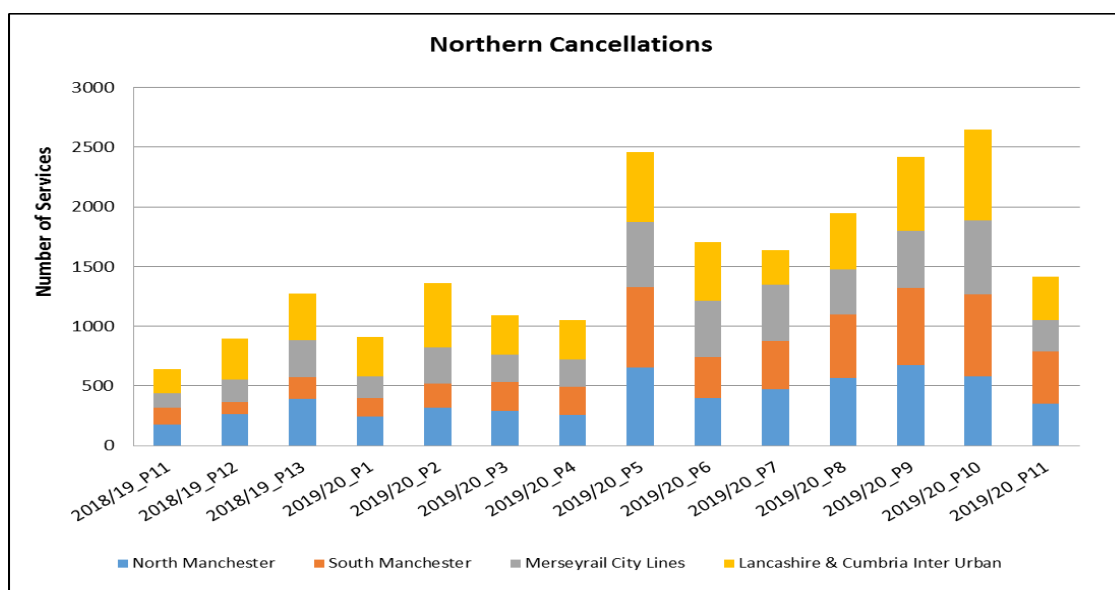
- 8.1 Since the start of the franchise in April 2016, PPM has declined from a moving annual average (MAA) of 89.3% to 81.2% for Northern’s Central Region services. PPM has recovered from a franchise low of 65.3% in Period 9 to 74.4% in Period 10 and 81.9% at the end of Period 11.
- 8.2 Right Time performance for Northern in its Central region declined from 58.8% in Period 1 (01 April – 27 April 2019) to just 30.8% in Period 9 (see graph in Section 11). It has since recovered slightly, finishing at 49.3% in Period 11. Performance, however, remains well below target and is 5.4% worse than in the same period of last year.
- 8.3 In Period 11, the largest proportion of delay to Northern’s services is a result of delay caused by itself (crew, fleet, operations) at 44.8%. Network Rail caused delay has fallen from 50.8% in Period 11 last year to 41.8% this year, other TOCs (and freight companies) delay was responsible for 13.4% of Northern’s total delay. The high delay being attributed to itself is likely due to on-going fleet and crew availability issues.
- 8.4 Fleet problems with older trains, notably the electric Class 319s (now almost 30 years old) have been compounded by technical issues with newer fleet. Whilst initial issues with Class 195 diesels now appear to have been resolved, there are on-going snagging issues with electric Class 331 units.

Northern Cancellations

- 8.5 Northern currently has around 70% of its drivers trained on new rolling stock and cancellations due to crew availability have fallen in Period 11. An agreement on rest day working in Northern’s Central and West regions, as part of a productivity package, has seen restoration of most Sunday services since 02 February, 2020. Until this time, Northern had

pre-planned an average 92 service cancellations every Sunday across Greater Manchester, with a further average of 89 trains per Sunday being cancelled on the day.

- 8.6 Services had been pre-cancelled regularly on the following GM routes; Wigan – Stalybridge, Southport – Blackburn, Victoria – Blackpool North, Victoria – Clitheroe via Bolton, Hadfield – Piccadilly and Manchester – Crewe. Other train services and bus replacement were available for affected routes and TfGM assisted with Metrolink ticket acceptance being put into place for Ashton and Rochdale services.
- 8.7 Cancellations for Northern’s four service groups spiked in Period 10, largely as a result of on-going driver training programme and the lack of rest day working agreement. Further to this a number of major incidents during the first week of the December timetable change significantly impacted performance and as a result cancellations.
- 8.8 The unacceptable level of cancellations during Period 10 was compounded by a sharp rise in reported staff sickness. For Northern as a whole, 1,700 incidences of sickness were reported in December 2019, a 30% increase on the 1,300 in 2018.
- 8.9 In Period 11 there was a significant decrease in cancellations, largely due to improved performance and the productivity agreement between Northern and ASLEF and its drivers being put into place. However, despite the fall these figures are still adverse to targets.

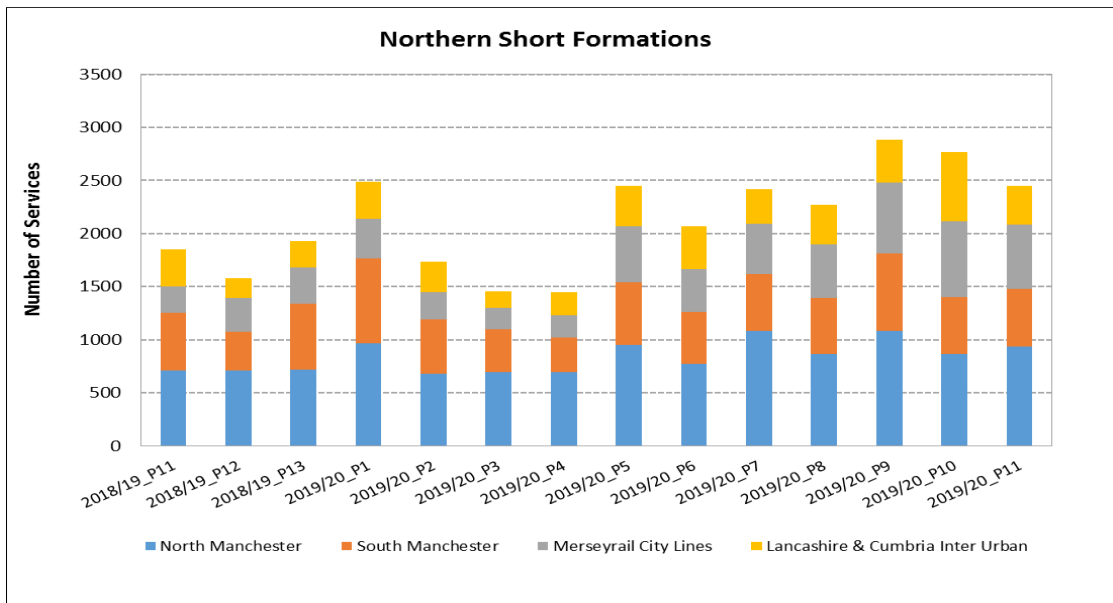


Northern Short Forming

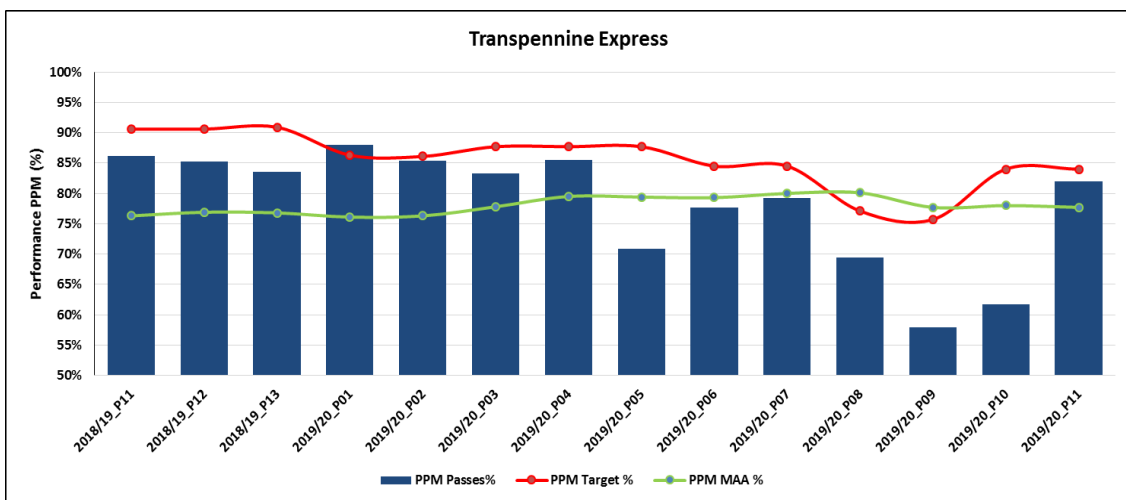
- 8.10 Short forming occurs when services operate with fewer (or different) carriages than planned. Rather than cancel services, short forming represents a less disruptive option, although can cause severe overcrowding and operational delays due to extended platform dwell times.

8.11 Instances of short forming continued to increase across all four of Northern’s service groups, peaking in Period 9. They have since marginally declined as new units enter service and refurbished units are brought back into use. Class 142 Pacer units continue to be used for strengthening services on Atherton, Clitheroe and Rose Hill/Sheffield routes. These are expected to all be retired by the end of February, 2020. Full details of Pacer routes and derogation dates can be found in Appendix G.

8.12 In addition, logistical difficulties around transferring rolling stock between existing depots to the new facility at Springs Branch and Ardwick contributed to the short forming of units throughout the period.



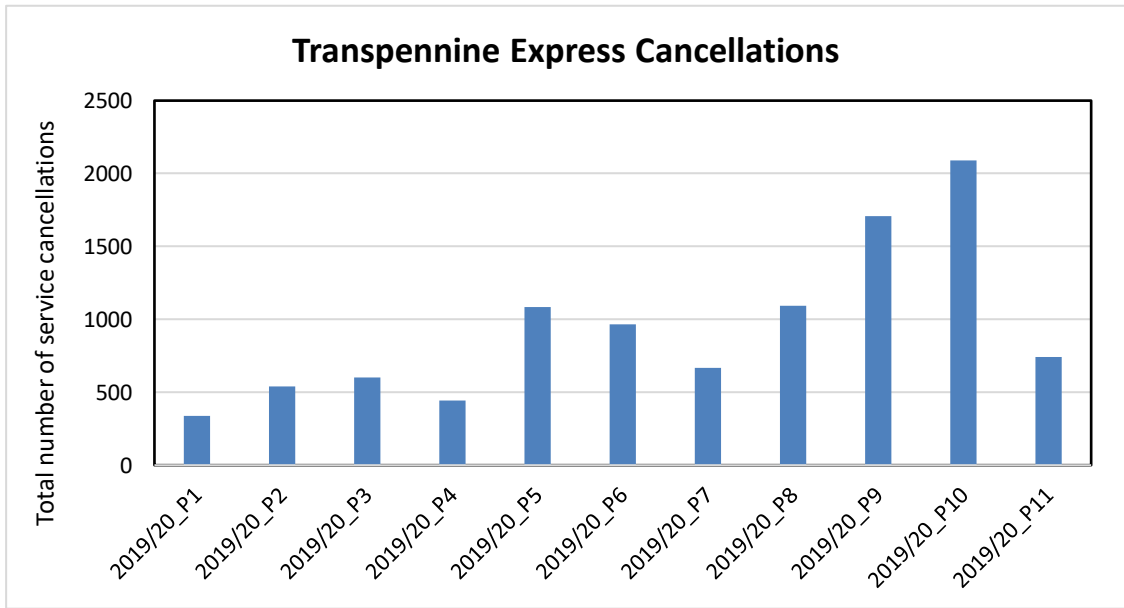
TPE PERFORMANCE



- 8.13 TPE performance has improved since Period 9, largely as a result of its amended timetables introduced in early January. The amended plan has involved the removal of TPE's newly introduced Liverpool – Scotland services, which have since been gradually re-instated from February, 2020.
- 8.14 TPE's moving annual average (MAA) PPM figure has fallen from 89.3% at the start of its franchise to just 77.7% at the end of Period 11, 2019/20. PPM improved from a franchise low of 57.9% in Period 9 to 61.7% in Period 10 and 82.0% in Period 11.
- 8.15 Right Time figures for TPE services have also improved since the very low figure of 18.2% attained in Period 9. This figure rose to 32.0% in Period 10 and ended Period 11 at 49.1%.
- 8.16 TPE services continue to be adversely affected by events beyond its immediate control. These have included the following in recent periods; De-wirement of the OHLE at Lancaster, fatality at Penrith, flooding at Astley and infrastructure issues at Ardwick/Piccadilly. Operational issues, both on the WCML North of Preston and around Leeds continue to contribute to poor performance.
- 8.17 TPE's delay attribution split has seen Network Rail's delay fall from around 50% in Period 1 to 35% in Period 11; other TOC delay has also fallen from 23% to 19%, whilst its own cause delay has increased from 27% to 46% over the same periods, as a result of crew and the delivery of the new vehicle units.

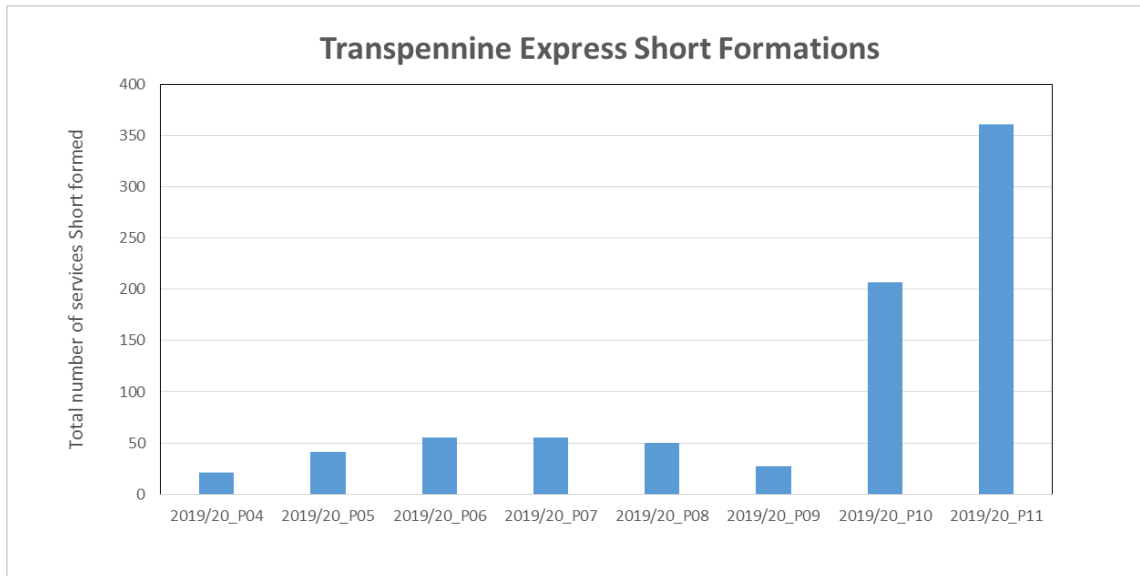
TPE Cancellations

- 8.18 As with Northern, condensed schedules for driver training for the new vehicles have impacted on day to day service delivery due to driver availability. These impacted significantly in December, resulting in increased cancellations.
- 8.19 Unit issues have also increased as some electric Class 350s have gone off-lease (returned to the rolling stock company for use elsewhere) and are no longer available. Delays to the introduction of new fleet into passenger service, combined with additional new services launched in December from Liverpool – Scotland has resulted in over-stretching of the current fleet, notably Class 185 units. Technical issues with different types of new fleet have added to poor performance since their introduction.
- 8.20 TPE's CaSL figure at the end of Period 11 was 9.3%, an improvement on Period 9 and Period 10 but based on amended timetables, with 32 daily withdrawn services on Monday – Friday, 31 on Saturdays and 20 on Sundays on the route between Liverpool and Edinburgh. As of 03 February TPE began to reintroduce its Liverpool – Edinburgh services, the last of which were re-introduced on Monday 17 February.



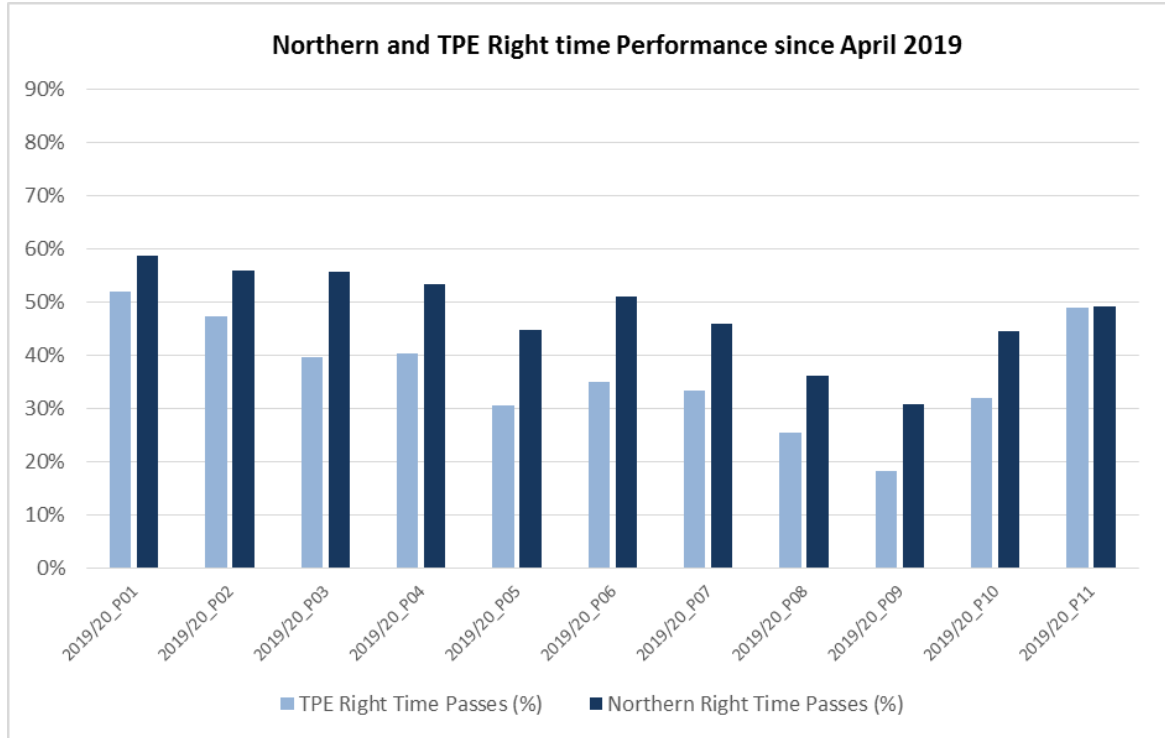
TPE Short Forming

8.21 For TPE, short-formations have increased dramatically over the past two periods, largely as a result of delays to the introduction of new electric rolling stock. Overall, in Period 11, 361 services were short-formed, 151 of these on South TransPennine (Airport – Cleethorpes) route.



Northern and TPE Comparisons

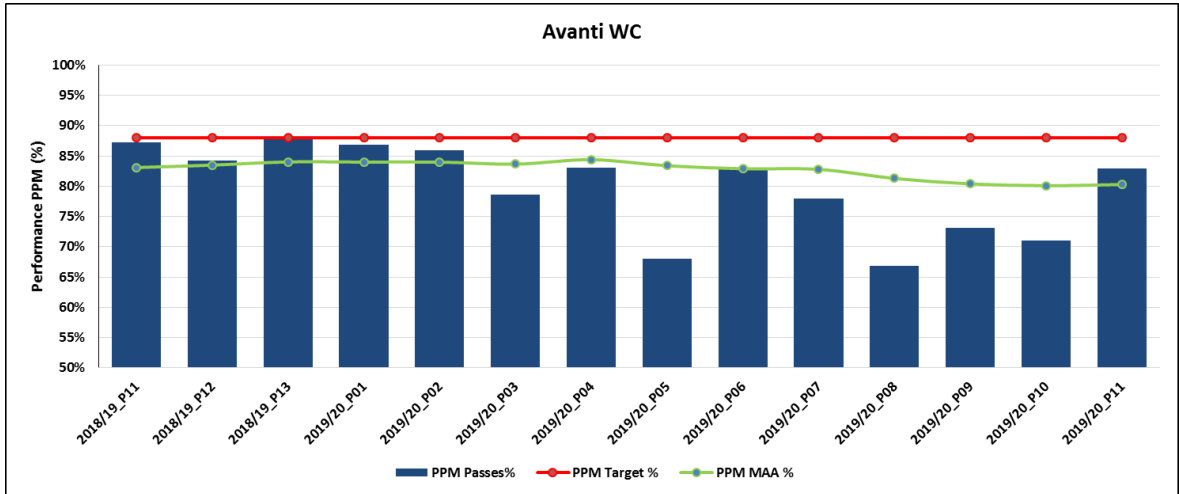
Right time data since Period 01, 2019-20



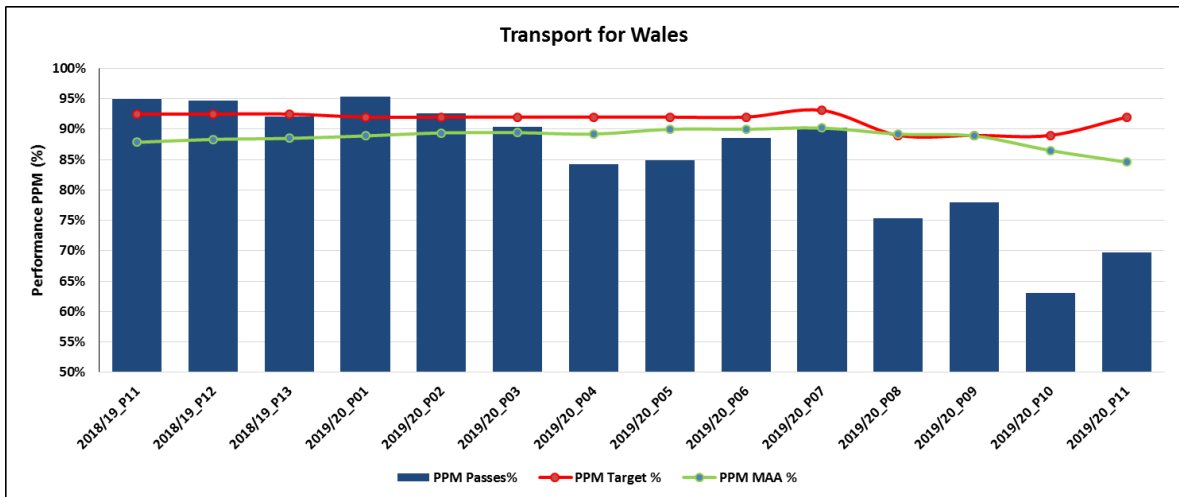
Other TOC Performance

- 8.22 Other TOC performance has largely mirrored that of Northern and TPE, featuring declines in Period 9 and gradual improvements in Periods 10 and 11. Longer distance operators have been affected by large scale and severe flooding across parts of the network and increases in fatalities and instances of threatened suicide. Performance remains subdued with the average six TOC PPM 9.3% lower than in the corresponding period of 2018/19. Worst performing of the other TOCs is Transport for Wales, who's PPM has fallen by 25.2% year-on-year. This has been caused by increases in flooding and an acute shortage of units.

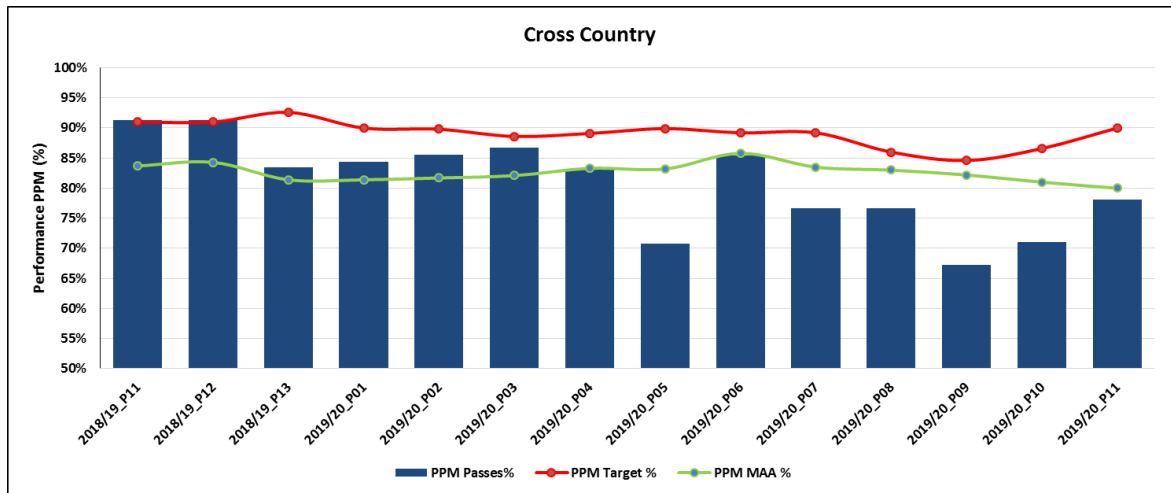
Virgin Trains/Avanti West Coast (WCML: London – Manchester and London – Scotland)



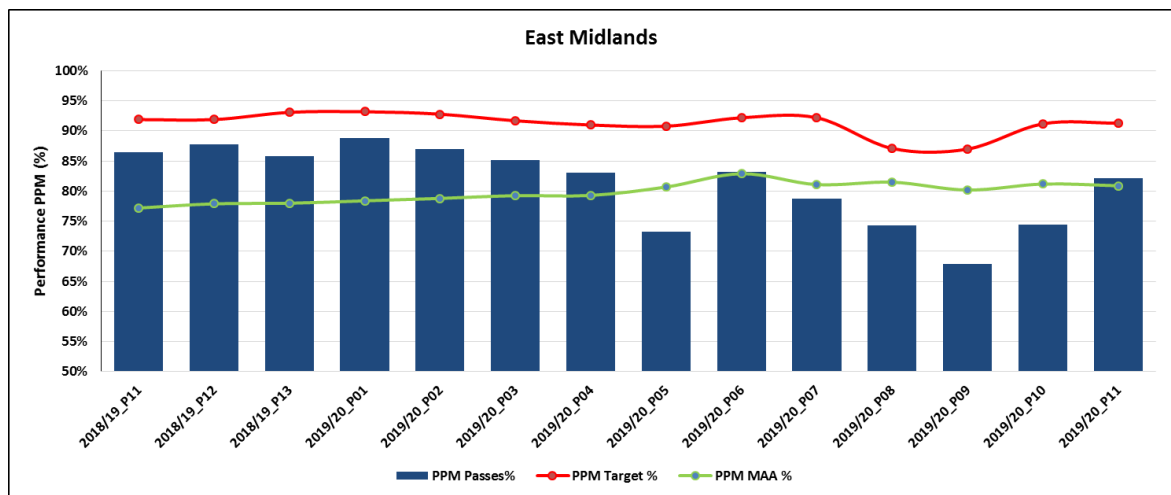
Transport for Wales Performance (Previously Arriva Trains Wales: England – Wales services)



Cross Country Performance (Inter City Service group)



East Midlands Railway Performance (Previously East Midlands Trains)



9. TRAIN OPERATORS

Northern Company News

New Wigan Springs Branch Depot

- 9.1 On Friday 07 February, Northern and Network Rail unveiled a £46m state-of-the-art train depot in Wigan. The depot will provide a new base from which many of Northern’s new trains will be cleaned and looked after – giving the operator more flexibility to maintain its fleet, streamlining processes and, ultimately, improving performance and punctuality for customers.

- 9.2 Ideally located on the West Coast main line, the depot delivers valuable flexibility for the railway. It provides extra space for Northern to stable and maintain 24 electric and eight diesel trains overnight in preparation for services across the north the following day.
- 9.3 It's located next to an existing freight train yard at Springs Branch in Ince-in-Makerfield and has created 18 new jobs in the area.

Moorside Station

- 9.4 The recently refurbished Moorside station in the Salford District suffered a suspected arson attack in Mid-February. Northern alongside Network Rail are currently constructing a temporary walkway to enable the station to reopen. An update will be provided at the meeting.

British Sign Language at Levenshulme

- 9.5 Pupils at Alma Park Primary School have re-instated an iconic piece of sign language artwork at the Greater Manchester station, which was unveiled in January. The project, supported by Northern, Friends of Levenshulme Station and ACORP, is designed to highlight the work done at the school to support hearing impaired and deaf children.

Women in Rail

- 9.6 Northern colleagues spent a morning in January inspiring a future generation of budding female rail industry workers. The trip was part of Community Rail Lancashire's Women in STEM (Science, Technology, Engineering and Mathematics), formerly known as 'Women Who Wander' - a project in the North West aimed at improving equality, diversity and inclusion, that is passionately supported by Northern and Network Rail.

TransPennine Express

TransPennine Express Launches Sunflower Lanyards

- 9.7 TransPennine Express launched the Sunflower Lanyard scheme at TPE stations and on their services, replacing the previous BlueAssist cards. The Sunflower Lanyard scheme was developed and introduced by Gatwick Airport in 2016 with the purpose of providing a simple means for customers to indicate that they have a non-visible disability and may need assistance or a little patience when travelling.
- 9.8 Customers wear the Sunflower Lanyard, which is bright and easily recognisable by TPE staff. Each TPE station has a display box and window stickers to help raise awareness of the scheme, and encourage customers to feel comfortable asking for a Sunflower Lanyard or Assistance Card.

10. DECEMBER 2019 TIMETABLE CHANGES

Northern

10.1 Northern's December timetable change focused on maintaining stability and reliability and included limited changes to services, with enhancements to services largely deferred until a later timetable date. The following changes were made:

- Peak time Southport services to South Manchester stations and Alderley Edge operating all day, Monday – Saturday
- Blackburn and Leeds services previously serving Southport operate to/from Wigan North Western
- Atherton line loses Southport connectivity, as both Southport services are routed via Bolton, one to Stalybridge and one to Alderley Edge
- Manchester – Kirkby through service restored
- Northern transfer operation of peak time Manchester – Huddersfield services to TPE
- Timing changes to Hadfield/Glossop/Rose Hill/New Mills services (to accommodate TPE)
- Strines/Belle Vue 1 tph all day
- Additional calls put in on some Hope Valley stoppers (Dore and Hathersage – previously dropped due to freight)
- Timing changes to Blackburn – Victoria via Todmorden services
- Changes to calling points between Manchester Piccadilly – Airport, with services now calling at same stops inbound as outbound.
- 0749 Macclesfield – Manchester service starts at Stoke, with an additional call at Congleton
- Additional calls at Stockport for 1257 from Stoke – MAN (SX) and Cheadle Hulme (SO)
- Class 195s rolled out and operating on Liverpool – Airport via Warrington and Windermere/Barrow – Airport services
- Class 331 introduction from November on Blackpool – Manchester routes
- Class 153 and 142 units now retained for strengthening until spring 2020 on selected routes only.
- Class 769s (bi-modal 4-car units) – are planned to operate between Southport/Wigan, Manchester and Alderley Edge from May.

TransPennine Express

10.2 TransPennine Express services have seen the following changes from December 2019

- TPE operating all services across the Pennines for Mossley and Greenfield stations, Northern peak time services removed.

- Launch of new Liverpool – Glasgow service
- Extension of Liverpool Lime Street – Newcastle services to Morpeth and Edinburgh (since operating to an amended train plan)
- Extension of Manchester Airport – Middlesbrough services to Redcar
- Additional early morning and later evening services across network
- Further roll out of new rolling stock Nova fleet 1, 2 and 3.

11. ORR GM STATION PATRONAGE

- 11.1 On 14 January, Office of Rail and Road (ORR) published its annual estimates of station usage across Great Britain for the period between 01 April 2018 and 31 March 2019.
- 11.2 For stations in GM, an estimate of concessionary travel was added to the figures for the first time, this has increased usage when compared with previous years.
- 11.3 The published figures show a 9.7% increase on the previous year in the overall estimated usage of GM stations, however this falls to a 0.8% increase once concessionary travel is removed (see Appendix G – ORR GM Station Patronage for district figures). For the purpose of the data presented below figures have been adjusted to remove concessionary travel.
- 11.4 Despite a small overall increase across GM, the adjusted figures show a fall in estimated usage at 74 out of GM's 97, when compared to the previous year. Each of Manchester's four city centre stations (Piccadilly, Victoria, Oxford Road and Deansgate) increased its usage by 6.3%, this offset an overall decrease in usage at stations outside the city centre, which taken together has fallen by 5.9%.
- 11.5 Evidence gathered from TfGM's surveys suggests the rise in patronage in the city centre stations is coming from increased long distance rail demand originating from stations outside of GM. The equal growth of 6.3% across all four stations is a function of how the figures are calculated (equally attributed to all 4 stations) and thus should be treated with some caution.
- 11.6 Stations in GM with the largest estimated usage increase were recorded at Salford Central (+21%), Glossop (+19%), Dinting (+16%) and Ashburys (+17%). These increases are evidence of the impact of commercial and residential development close to the stations and a higher reliability/frequency of service. On a corridor basis, only GM stations in Central Manchester and on the Hadfield Glossop line witnessed an overall increase in usage.
- 11.7 The GM stations which witnessed the largest percentage decrease in estimated usage were Moorside (-41%), Ince (-35%), Hindley (-30%) and Levenshulme (-28%).
- 11.8 Overall, GM stations on the Buxton (-24%) and Atherton (-13%) lines saw the largest estimated fall in usage by route. It is likely reductions in usage at these locations have been

a result of a number of factors, exacerbated by timetabling and industrial relations problems.

- 11.9 Stations in eight of the 10 GM districts witnessed an overall decrease in usage, this includes a fall of 12.2% for stations in Tameside, 11.2% in Wigan and 9% in Bolton. Stations in these districts were particularly impacted by weekend cancellations, including Sunday cancellations due to industrial relations issues and the blockade of Wigan/Bolton lines for the North West electrification programme.
- 11.10 Stations in Manchester and Salford increased their usage by 5.2% and 1.1% respectively. This correlates with increased road traffic and congestion and the impact of longer distance demand.

12. FRANCHISING UPDATE

- 12.1 On 29 January the Secretary of State announced the termination of the Northern Arriva franchise and that the Operator of Last Resort (OLR) would come into effect as of 01 March. TfGM will continue to work with the Rail North Partnership (RNP) and Rail North Committee (RNC) to discuss future franchise agreements and the OLR process.
- 12.2 First TrenItalia commenced their operation of the West Coast Partnership franchise on 08 December 2019, replacing Virgin Trains. The new franchise is operating under the trading name of "Avanti West Coast" and is due to operate until 2031, with an option for an extension until 2034 at the Secretary of State for Transport's discretion. The franchise will be operated under a typical commercial arrangement until the opening of the first stage of HS2 (originally expected to be 2026 but now unknown), when it will revert to a management contract operating both West Coast and HS2 services to Government specification.
- 12.3 Alongside the operation of West Coast services, the franchisee has set up a company called West Coast Partnership Development that will provide design and development services and advice to DfT and HS2 Ltd to inform the future operation of high-speed services.
- 12.4 East Midlands Railway have recently consulted on its December 2020 timetable change. This is primarily focused on changes to its Midland Main Line operation but does include an additional late-night service from Manchester to Nottingham. It is still expected that the Liverpool to Nottingham service will transfer to either Northern or TransPennine Express in December 2021, but there is nothing to report on how discussions with either operator are progressing.
- 12.5 Transport for Wales is in the process of setting up a series of stakeholder forums and boards, with stronger representation available for areas within England that are served by TfW services. TfGM have provided feedback on the proposals and will seek to suitably engage in the process.

- 12.6 Since the cancellation of the franchise competition, the Cross-Country franchise is currently being operated by Arriva under a Direct Award that is due to expire in October 2020. As of 24 February Cross-Country and the DfT; announced £2.5 million worth of new funding to deliver improvements for CrossCountry passengers, which will include an additional 20,000 extra seats a week from May 2021.
- 12.7 Transport Scotland have announced that they will not be extending Abellio's Scotrail franchise beyond March 2022 and the options are being considered for operation beyond this date. With the South Eastern and Cross-Country franchises currently on Direct Awards that end in 2020 and Great Western, Chiltern and Thameslink, Southern & Great Northern (TSGN) due to finish in the next 2 years. With this additional pressure and the upcoming Rail Reform White Paper expected in March, we are likely to see a move away from the current franchising model.

13. ACCESS FOR ALL FUNDING AND MID-TIER PROGRAMME

- 13.1 In April 2019, DfT announced the outcome of the Access for All programme, which will, subject to feasibility design, award funding to 73 stations to receive accessibility improvements. In Greater Manchester, Daisy Hill and Irlam were successful. TfGM is working closely with Network Rail and Northern to progress these projects. All work at Daisy Hill and Irlam is to be completed by the end of March 2024. TfGM have agreed with Network Rail and Northern to procure the delivery of GRIP Stages 3-5.
- 13.2 In July 2019, DfT announced the Access for All Mid-Tier programme. This fund will provide £20 million nationally focused on stations where accessibility improvements can be delivered with a fixed contribution up to £1 million of government support. This funding is in addition to the Access for All Programme detailed above. The fund is targeted at smaller scale access improvements and TfGM has submitted a single nomination covering a number of smaller improvements at around 22 stations. The types of improvements proposed include:
- Compliant hand rails – including modifications to existing fencing
 - Enhanced seating – for instance resting points along ramps
 - Refined disabled parking bays;
 - Harrington hump¹;
 - Enhanced signage;
 - Help points;
 - Hearing induction loops;
 - PA systems;
 - CCTV; and

¹ Harrington Hump - a modular and easy-to-install system by which the height of a railway platform can be increased to ease stepping distances between train and platform.

- Customer information screens.

13.3 The DfT announced on 26 February 2020 that all 22 stations submitted by TfGM and Northern were successful in securing funding. 124 stations across Great Britain will receive a share of £20 million funding for accessibility improvements. These stations are listed in Appendix H.

14. TFGM COMMUNITY

14.1 TfGM continues to work with local station adopter and Friends groups and is pleased to support Cheshire's Best Kept Station Awards again this year. Congratulations to the best overall station winner, Rose Hill and also to Marple, Altrincham and Heaton Chapel stations for their well-deserved awards.

14.2 A full list of winners can be found at: <https://www.bestkeptstations.org.uk/2019-winners/>

14.3 TfGM will be helping to facilitate and fund industry volunteer days at seven local stations this spring and summer. Working with colleagues from Northern and Network Rail, we shall be cleaning up, planting, painting and restoring lost garden areas and mosaics at Oxford Rd, Eccles, Reddish North, Pemberton, Smithy Bridge, Hazel Grove and Hale stations.

15. RECOMMENDATIONS

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

Bob Morris

Chief Operating Officer, TfGM

Appendix A: Rail Period Dates

P9 - 18/19	P10 -18/19	P11 - 18/19	P12 - 18/19	P13 - 18/19	P1 - 19/20	P2 - 19/20
11 Nov – 08 Dec 18	09 Dec– 05 Jan 18/19	06 Jan – 02 Feb 19	03 Feb – 02 Mar 19	Mar 03 – 31 Mar 19	1 Apr – 27 Apr 19	28 Apr – 25 May 19

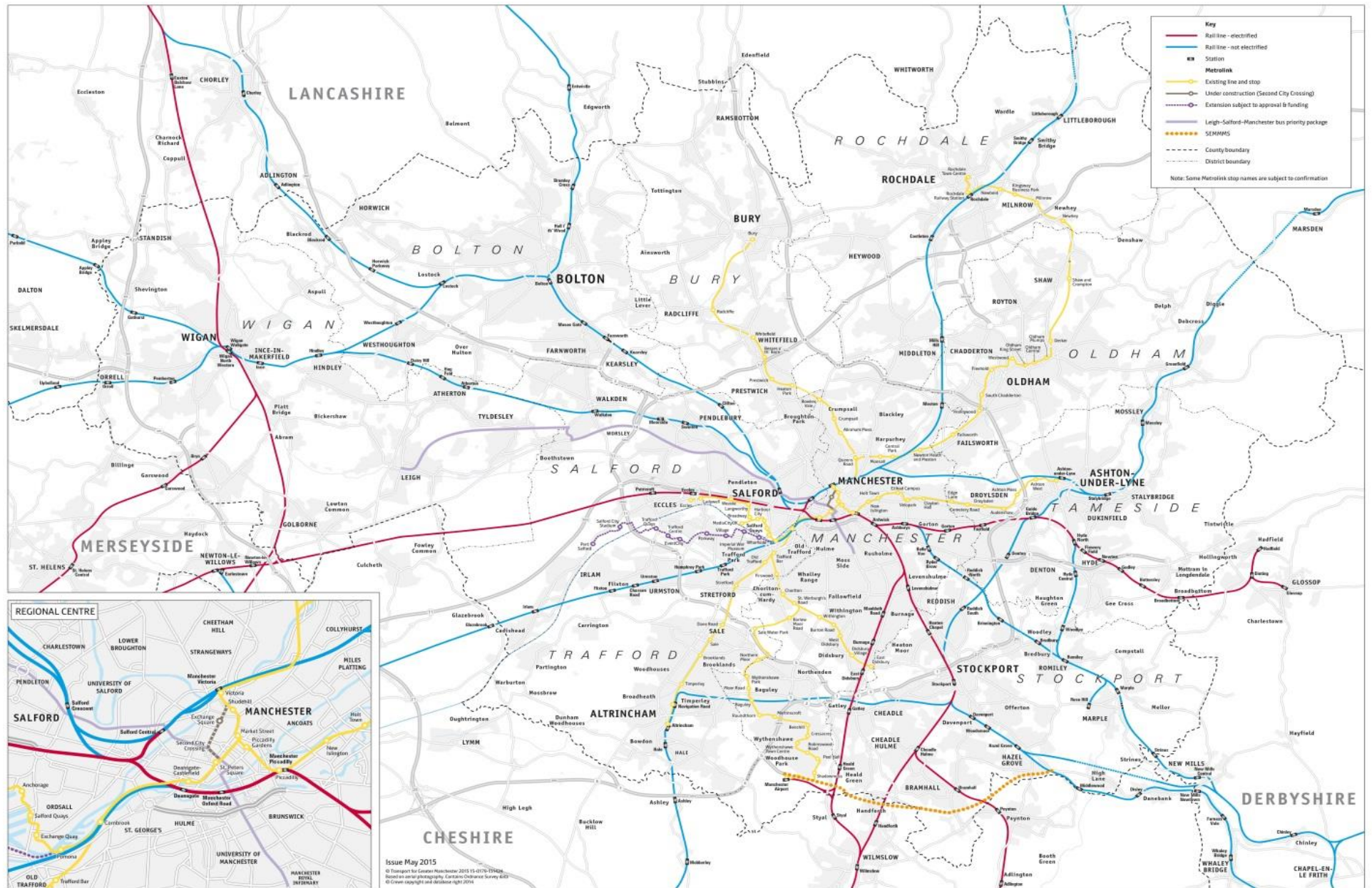
P3 – 19/20	P4 – 19/20	P5 - 19/20	P6 - 19/20	P7 – 19/20	P8 –19/20	P9 –19/20
26 May – 22 Jun 19	23 Jun – 20 Jul 19	21 Jul – 17 Aug 19	18 Aug – 14 Sept 19	15 Sept – 12 Oct 19	13 Oct – 09 Nov 19	10 Nov – 07 Dec 19

P10 – 19/20	P11 – 19/20	P12 – 19/20
08 Dec –04 Jan 19/20	05 Jan – 01 Feb 20	02 Feb – 29 Feb 20

Appendix B: Glossary

ARN	Arriva Rail North (Operating as Northern Railway).
CaSL	Cancellation (full or part) and Severe Late Running (30 mins or more).
ILR	Incident Learning Review is a review carried out by Network Rail to investigate the root cause of incidents and put mitigating actions in place to prevent further issues of the same nature.
LNW	London North Western (Network Rail route).
MDU	Manchester Delivery Unit (Network Rail Area).
MAA	Moving annual average provides an overview of performance over a 12 month period.
OHLE/OLE	Overhead line equipment (used to transmit electricity to vehicles).
Period	Rail industry reporting period (usually 4 weeks, year ends 31 March).
PPM	Performance is expressed as the “Public Performance Measure” (PPM). Trains that call at all scheduled stations and arrive at their destination within either 5 mins (local operator) or 10 mins (long distance operator) of scheduled time.
Right Time/OnTime	Train arriving at a station within one minute of its schedule
Service Group	A particular set of train services which are grouped together for the purpose of measuring performance.
Service Quality Monitoring	The quality of both stations and trains across its franchise is audited by Northern Rail.
Station & Train Service Quality	Scores are based solely on self-inspection audits carried out at stations and vehicles Northern Rail.
Significant Performance Monitoring	An incident that affects the performance of trains and causes more than 2 hours and 30 minutes of delay to various trains and / or more than 10 cancellations.
SPAD	Signal Passed at Danger.
Strengthening	Means providing more than the basic two carriage train than is usual in the off-peak period. It should be noted that the priority is always for the timetabled service to run and then to provide the strengthening.
TOC / FOC	Train / Freight Operating Company.
TPE	TransPennine Express.
WCML	West Coast Main Line

Appendix C – Greater Manchester Rail Network Map



Key

- Rail line - electrified
- Rail line - not electrified
- Station
- Metrolink
- Existing line and stop
- Under construction (Second City Crossing)
- Extension subject to approval & funding
- Leigh-Salford-Manchester bus priority package
- SEMMMS
- County boundary
- District boundary

Note: Some Metrolink stop names are subject to confirmation



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Appendix D – Line of Route/Service Group Data (Right Time Performance)

Northern Line of Route	P01	P02	P03	P04	P05	P06	P07	P08	P09	P10	P11	YTD
KIRKBY - VICTORIA	79.4	77.3	74	74.2	67.8	73.4	69.1	55.8	45.8	50.6	57.1	65.9
CLITHEROE - BOLTON - VICTORIA	77.9	71.5	70.6	66	55.4	63.3	62.6	44.1	35.8	58.2	75.4	61.9
PICCADILLY - STOCKPORT - CREWE	81.7	76	72.9	68.7	51.8	65.2	57.4	43	38	54.8	59.7	60.8
VICTORIA - STALYBRIDGE	75.3	67.2	53.7	55.4	51.5	57.3	52.8	45.6	45.1	64	67.2	57.7
PICCADILLY - BUXTON	61.1	58.2	66.6	65.4	49.9	58.3	54.2	51.1	42.1	55.6	60.2	56.6
SOUTHPORT***/WIGAN - VICTORIA - STALYBRIDGE	63.4	61.8	64.8	58.8	51.4	58.5	55.7	45.6	45.1	43.9	50.9	54.5
BLACKPOOL - WIGAN - LIVERPOOL*	59.6	59.2	61.1	57.6	51.5	52.3	49.2	43.4	37.6	49.3	63.9	53.2
BLACKBURN - ROCHDALE - VICTORIA	60.4	59.9	58.8	61	51.2	52.4	48.5	32.7	25	45.5	60.1	50.5
WIGAN - BLACKBURN***										48.2	49.7	49
PICCADILLY - HADFIELD/GLOSSOP	68.7	62.7	43.5	41.9	51.4	52.5	46.1	38.1	35.8	51	42.3	48.5
MANCHESTER VICTORIA - LEEDS	60.1	57.3	64.3	54.9	50.5	51.5	54.1	27.3	27.7	35.5	43.5	47.9
MANCHESTER - PRESTON	63.5	63.8	64.7	60.2	40.1	42.9	46.3	34.1	26.5	38.2	44	47.7
PICCADILLY - AIRPORT - CREWE	53.5	47.5	56.1	54.7	37.1	65.2	38.6	35.5	31.7	47.6	54	47.4
LEEDS - WIGAN*** (previously Southport - Leeds)	61.4	60.4	57.5	55.4	44	46.8	50.5	28.3	20.4	33.8	53	46.5
LIVERPOOL - NEWTON - AIRPORT - CREWE	58.4	54.2	51	52.8	35	41.8	38.6	35.4	26.9	38.8	50.3	43.9
PICCADILLY - ROSE HILL/MARPLE/NEW MILLS*	51.8	54.7	45.4	42	44.7	44.7	39.9	33	28.6	44.7	45.1	43.1
LEEDS - CHESTER**	N/A	47.6	47.7	43.5	36.6	48.1	49.4	31.4	25.9	36.7	51.1	41.8
BLACKPOOL Nth - BOLTON - AIRPORT **	51.8	50	43.3	48	35.7	41.1	37.6	32.3	30.7	36	49.5	41.5
AIRPORT - WIGAN NW - BARROW/WINDERMERE**	N/A	41.9	43.4	35	33.4	49.7	39.1	44.6	35.2	39.3	41.8	40.3
PICCADILLY - STOKE	56.4	53.5	57.9	57.9	32.4	40.8	33	22.6	18.9	28.4	31.1	39.4
LIVERPOOL - WARRINGTON - AIRPORT	53.5	53.4	50.1	46.4	25	31.8	26.3	24.5	21.6	35	48.7	37.8
SOUTHPORT - PICCADILLY - ALDERLEY EDGE***	59.2	59.9	37.1	35.6	32.1	42.8	36.1	29.3	22.4	26.6	26.4	37
PICCADILLY - CHESTER	47.1	44.1	42.3	33.4	33.2	40.6	35.2	27.2	21.8	38.2	44.2	37
LIVERPOOL - MANCHESTER OXFORD RD	42.1	38.4	43.3	38.4	25.7	34.4	29.6	22.6	21.4	32.2	38.6	33.3
HAZEL GROVE - BLACKPOOL**	N/A	33.6	41.1	41.8	27.8	38.9	27.4	23.1	21.2	22.9	36.2	31.4
PICCADILLY - SHEFFIELD	36.9	34.6	32.7	35.1	31.7	32.2	25.6	22.6	14.5	27.5	31.9	29.6
* Combined fast/stopping services **New routes from period 2 *** from P10, 2019/20												

Appendix E – TPE Service Group Performance Right Time

	P01	P02	P03	P04	P05	P06	P07	P08	P09	P10	P11	YTD
South	65.3	47.2	51.4	42.6	37.4	44.5	42.6	31.5	22	37.8	51	43.0
North	50.6	56.7	38	40	29.5	32.7	31.8	24.5	18.3	32	50.7	36.8
Scottish	48.3	37.6	39	41.2	31.5	42.4	35.7	26	12.6	26.8	38.9	34.5

Appendix F – TransPennine Express amended train plan

Services have been introduced as of 17 Feb

TPE Timetable Amendments 6th January – 31st January

Further alterations from the timetable amendments that have operated since 15th December are highlighted in yellow

Monday – Friday

Services cancelled throughout:

1E57GT	23.08 LIV – YRK	9M17FT	17.33 EDB – LIV
1P04FB	00.08 NCL – MIA	9M19FT	19.30 EDB – LIV
9E19GT	19.25 LIV – NCL	9P20FB	08.11 EDB – NCL
9E20LP	20.24 LIV – NCL	9P20FT	20.30 EDB – MIA
9E22FT	22.14 EDB – NCL	9S02LP	05.53 NCL – EDB
9M02FT	06.00 SYB – LIV	9S04LP	04.22 MIA – EDB
9M03FT	05.06 NCL – LIV	9S05LR	05.20 LIV – EDB
9M04FT	06.06 NCL – LIV	9S07LP	07.24 LIV – EDB
9M05FT	05.27 EDB – LIV	9S08LP	08.24 LIV – EDB
9M07FT	09.06 NCL – LIV	9S09LP	09.24 LIV – EDB
9M09FT	09.33 EDB – LIV	9S10LP	10.24 LIV – EDB
9M10FT	10.21 EDB – LIV	9S12LP	12.24 LIV – EDB
9M12FT	12.33 EDB – LIV	9S14LP	14.25 LIV – EDB
9M13FT	13.19 EDB – LIV	9S15LP	15.24 LIV – EDB
9M14FT	14.33 EDB – LIV	9S17LP	17.24 LIV – EDB
9M15FT	15.33 EDB – LIV	9S18LP	18.25 LIV – EDB

Saturdays

Services cancelled throughout:

1D80GA	22.30 NCL – DHM	9M14FT	14.33 EDB – LIV
1E57GT	23.08 LIV – YRK	9M15FT	15.33 EDB – LIV
1P04FB	00.08 NCL – MIA	9M17FT	17.33 EDB – LIV
9E17GT	17.25 LIV – NCL	9M19FT	19.30 EDB – LIV
9E18GT	18.24 LIV – NCL	9P20FB	08.11 EDB – NCL
9E19GT	19.25 LIV – NCL	9S02LP	05.53 NCL – EDB
9E20GT	20.24 LIV – NCL	9S04LP	04.22 MIA – EDB
9M02FT	06.00 SYB – LIV	9S05LR	05.20 LIV – EDB
9M03FT	05.06 NCL – LIV	9S07LP	07.24 LIV – EDB
9M04FT	06.06 NCL – LIV	9S08LP	08.24 LIV – EDB
9M05FT	05.14 EDB – LIV	9S09LP	09.24 LIV – EDB
9M07FT	09.06 NCL – LIV	9S10LP	10.24 LIV – EDB
9M09FT	09.33 EDB – LIV	9S12LP	12.24 LIV – EDB
9M10FT	10.16 EDB – LIV	9S14LP	14.25 LIV – EDB
9M12FT	12.33 EDB – LIV	9S15LP	15.24 LIV – EDB
9M13FT	13.19 EDB – LIV		

Appendix G: Northern Pacer Removal

Northern Pacer Removal

Unit Class	Number of units	Deadline for dispensation	Comments
142	24	31 May 2020	Pacers being retained until new rolling stock enters service on Marple/New Mills, Rose Hill and Sheffield services. May only operate coupled to compliant rolling stock.
144	23	31 August 2020	Pacers being retained until new rolling stock enters service. May only operate on specified routes (none in GM)
150	7	30 September 2020	Undergoing refurbishment to meet PRM standards
153	20	31 December 2020	May only operate coupled to compliant rolling stock or on specified routes (Calder Valley/Clitheroe)
156	6	31 December 2020	Undergoing refurbishment to meet PRM standards
323	12	31 October 2020	Undergoing refurbishment to meet PRM standards

Appendix G – ORR GM Station Patronage

(Figures show concessionary travel removed)

ORR GM Station Patronage by District

District	Count	2015-16	2016-17	2017-18	2018-19	15-16/16-17	16-17/17-18	17-18/18-19
Bolton	11	5,167,366	5,871,146	5,333,524	4,853,151	13.6%	-9.2%	-9.0%
High Peak	3	1,369,930	1,405,946	1,434,494	1,686,370	2.6%	2.0%	17.6%
Manchester	15	47,197,736	51,267,016	51,372,254	54,062,679	8.6%	0.2%	5.2%
Oldham	1	338,694	369,826	332,332	316,574	9.2%	-10.1%	-4.7%
Rochdale	5	2,133,760	2,326,882	2,284,260	2,098,322	9.1%	-1.8%	-8.1%
Salford	9	2,397,460	2,744,476	2,830,728	2,860,888	14.5%	3.1%	1.1%
Stockport	19	8,855,682	9,465,616	9,595,976	8,896,185	6.9%	1.4%	-7.3%
Tameside	13	2,899,610	3,100,950	3,043,356	2,672,059	6.9%	-1.9%	-12.2%
Trafford	9	1,216,436	1,345,266	1,279,684	1,189,957	10.6%	-4.9%	-7.0%
Warrington	1	48,380	47,032	45,432	49,574	-2.8%	-3.4%	9.1%
West Lancashire	1	247,246	246,606	231,154	224,338	-0.3%	-6.3%	-2.9%
Wigan	10	4,181,382	4,280,690	4,123,518	3,661,694	2.4%	-3.7%	-11.2%
Total GM stations	x	76,053,682	82,471,452	81,906,712	82,571,791	8.4%	-0.7%	0.8%

ORR GM Station Patronage by corridor

Corridor	2015-16	2016-17	2017-18	2018-19	15/16-16/17	16/17-17/18	17/18-18/19
Airport	5,255,910	6,007,744	6,344,500	6,298,551	14%	6%	-1%
Atherton	3,747,100	3,536,776	3,371,366	2,921,815	-6%	-5%	-13%
Blackburn	408,182	517,882	454,266	419,972	27%	-12%	-8%
Bolton Preston	4,422,760	5,055,294	4,593,540	4,199,914	14%	-9%	-9%
Buxton	2,466,766	2,712,228	2,726,046	2,275,765	10%	1%	-17%
Calder Valley	2,205,492	2,395,056	2,339,948	2,152,295	9%	-2%	-8%
Chat Moss	210,766	264,114	249,564	236,878	25%	-6%	-5%
City Centre	43,143,176	46,669,974	46,674,302	49,672,843	8%	0%	6%
CLC	926,628	1,071,174	1,035,932	910,214	16%	-3%	-12%
Denton	112	238	174	106	113%	-27%	-39%
Hadfield Glossop	2,447,830	2,614,288	2,666,498	2,805,502	7%	2%	5%
Macclesfield	4,661,182	4,945,990	5,021,114	4,923,001	6%	2%	-2%
Marple	1,696,168	1,823,238	1,872,320	1,698,473	7%	3%	-9%
Mid Cheshire	794,572	853,334	711,336	620,071	7%	-17%	-13%
North TP	2,135,690	2,229,546	2,108,724	1,837,761	4%	-5%	-13%
Wigan Liverpool	1,531,348	1,774,576	1,737,082	1,598,630	16%	-2%	-8%
Total GM stations	76,053,682	82,471,452	81,906,712	82,571,791	8.4%	-0.7%	0.8%

Appendix H – Access for All Mid-Tier programme GM Stations

Rail Station	Brief Description of Works
Heald Green	Hearing Induction Loops
Bramhall	Handrails
Romiley	Resting points
Heaton Chapel	Resting points
Bromley Cross	Handrails
Lostock	Resting points
Belle Vue	Customer Information Screens (CIS)
Chassen Road	Customer Information Screens (CIS)
Fairfield	Customer Information Screens (CIS)
Farnworth	Customer Information Screens (CIS)
Humphrey Park	Customer Information Screens (CIS)
Kearsley	Customer Information Screens (CIS)
Middlewood	Customer Information Screens (CIS)
Moorside	Customer Information Screens (CIS)
Moses Gate	Customer Information Screens (CIS)
Ryder Brow	Customer Information Screens (CIS)
Trafford Park	Customer Information Screens (CIS)
Altrincham	Hearing Induction Loops
Rose Hill	Harrington Hump
Westhoughton	Handrails
Bredbury	Ramp
Davenport	Handrails

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 13 March 2020

Subject: Transport Revenue and Capital Budgets

Report of: Steve Warrener, Director of Finance and Corporate Services, TfGM

PURPOSE OF REPORT

To present the Transport Revenue and Capital Budgets for 2020/21.

RECOMMENDATIONS:

The Committee is requested to:

1. Note the Budgets presented to, and approved by, GMCA for 2020/21
2. Approve the proposed increase in Bus Station Departure Charges of two pence (2.6%), with effect from April 2020;
3. Agree the proposed changes in Local Link and TfGM Schools Weekly pass fares of increases in line with RPI at various dates during 2020/21 as set out in this report;
4. Agree the proposed changes to bus stop and shelter closure charges of £50 to £250, stops and that the costs thereafter are increased from £35 to £70 per stop. The costs for revisiting a stop are also proposed to increase from £50 to £100 ;
5. Note that the budget includes a grant of up to £4.6 million for GMATL

CONTACT OFFICERS:

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 David Daughney – Head of Finance, TfGM – David.daughney@tfgm.com

RISK/ FINANCIAL/ LEGAL CONSEQUENCES/DETAILS

Risk Management – See Budget reports attached
 Legal Considerations – See Budget reports attached
 Financial Consequences – See Budget reports attached
 Financial Consequences – Capital – See Capital Budget report attached

BACKGROUND PAPERS:

- GMCA Transport Revenue Budget 2020/21- GMCA, 14 February 2020
- GMCA Capital Programme 2019/20 to 2022/23

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?		
GM Transport Committee	Overview & Scrutiny Committee	
	11 February 2020	

1. INTRODUCTION

- 1.1 The purpose of this report is to present the reports which have been approved by GMCA on the Transport Revenue and Capital Budgets for 2020/21.
- 1.2 The GMCA Revenue budget reports set the amount of funding which will be available to GMCA and TfGM to fund revenue activities in 2020/21, from both the Transport Levy and the Mayoral General Budgets.
- 1.3 The GMCA Capital Budget report sets out the capital programme for 2020/21, including in relation to transport schemes, the majority of which are being delivered, or programme managed, by TfGM.
- 1.4 The budget reports include the following as they relate to transport activities in 2020/21:
 - Transport Budget: report at Appendix 1. This includes the primary sources of funding for TfGM's revenue budgets;
 - Mayoral Budget: report at Appendix 2. This budget includes funding for Bus Reform, the 16-18 Concession and Local Transport Plan costs; and
 - Capital Budget: report at Appendix 3. Sets out the approved Capital Programme for 2020/21 and the following two years. The Transport capital programme budget for TfGM and Local Authority schemes, including Highways Maintenance is £202 million in 2020/21, with forecast forward spend of up to £285 million in 2021/22; £182 million in 2022/23; and planned spend in future years of £369 million.

2 REVENUE BUDGET REPORTS

- 2.1 Attached to this report are the reports on the GMCA Transport Budget (Appendix 1) and the Mayoral Budget (Appendix 2). Further reports, which related to transport budget matters, were presented to the CA. These were an overview of the various GMCA/Mayoral Budgets; and the Outturn on the GMCA Revenue budget, including Transport for 2019/20.
- 2.2 Although a large part of TfGM's revenue funding is still provided by the Transport Levy, certain activities are funded from the Mayoral Budget. These include in particular all activities in relation to Bus and in particular a 'Statutory Charge' of £86.7 million. This Statutory Charge funds the budgets for all bus related activities including bus subsidised services; Bus concessions; and the costs of Ring and Ride.
- 2.3 The Budgets approved by GMCA included increases in various fees, which have all been budgeted to increase in line with inflation. These increases which also need to be approved or agreed by GMTTC are as follows:
 - Bus Station Departure Charges to increase in line with RPI, by 2p, from April 2020, which represents an increase of 2.6%;

- Charges for temporarily opening and closing bus stops / shelters to increase from £200 to £250 for the first four stops and that the costs thereafter to increase from £35 to £70 per stop. The costs for 'revisiting' a stop are also proposed to increase from £50 to £100. All changes to be effective from 1 April 2020;
- In line with recent years, the fares on services that TfGM provides, including on schools' services and Local Link, will all be subject to increases in line with inflation as follows:
 - Schools: RPI increase from September 2020; and
 - Local Link: RPI increase from January 2021.

3 CAPITAL BUDGET REPORT

- 3.1 The Capital Budget report is set out at Appendix 3. The total approved Transport Capital Programme for 2020/21 is £202 million. Further detail is included at Appendix A of this report. This includes schemes being delivered directly by TfGM, for example The Growth Deal 'Major' Schemes being delivered by TfGM (£18.7 million in 2020/21) and those schemes which are being delivered by the Local Authorities, including highways schemes in the Growth Deal Programme and the Highways Capital Maintenance Programme (£27.2 million).
- 3.2 The report also includes the forecast costs of the programme for 2021/22 and 2022/23. Regular update reports will be presented to GMCA during the year.
- 3.3 Regular updates on the delivery of the Capital Programme are also presented to GMTTC. An update report is included on the agenda for this meeting.

Date: 14 February 2020

Subject: GMCA Transport Revenue Budget 2020/21 (Budget Paper C)

Report of: Cllr David Molyneux, Portfolio Lead for Investment & Resources and Steve Wilson,
GMCA Treasurer

PURPOSE OF REPORT

The report sets out the transport related Greater Manchester Combined Authority (GMCA) budget for 2020/21.

The proposed Transport Levy to be approved for 2020/21 is included within the report together with the consequent allocations to the District Councils of Greater Manchester.

RECOMMENDATIONS:

The GMCA is recommended to:

1. note the issues which are affecting the 2020/21 transport budgets as detailed in the report;
2. approve the GMCA budget relating to transport functions funded through the levy, as set out in this report for 2020/21;
3. approve a Transport Levy on the district councils in 2020/21 of £105.773 million, as set on in paragraphs 3.2 – 3.5 of the report, apportioned on the basis of mid year population as at June 2018;
4. approve a Statutory Charge of £86.7 million as set out in Part 4 of the GMCA (Functions and Amendment) Order 2019, apportioned on the basis of mid year population as at June 2018;
5. approve the use of reserves in 2020/21 as detailed in section 5;
6. note and approve the position on reserves as identified in the report;
7. note the proposal to drawdown £10 million of funding from retained Business Rates to fund the ongoing development of schemes / the Greater Manchester Infrastructure Programme

subject to the preparation and approval of a business case;

8. note that the report to GMCA on 7 October 2019 set out and explained the recommendation to the GMCA to approve proceeding to the next stage in the consideration of a proposed franchising scheme, following on from the work undertaken in connection with bus reform; and included a full assessment of how the GMCA could afford to make and operate the proposed scheme;
9. Note that it is anticipated that the £17.8 million of contributions by Local Authorities as a proposed one off increase in the statutory contribution in 2020/21 referred to in section 4.4 will be held (in aggregate) by Local Authorities pending a decision by the Mayor as to whether to introduce bus franchising;
10. Approve the proposal to extend the Women's Concessionary Travel Scheme (WCTS) to a further cohort of women in Greater Manchester from 1 April 2020, noting that the estimated costs of c£300,000 are included in TfGM's 2020/21 budgets; and
11. Approve the delegation of decisions required to ensure the delivery of the extension of the WCTS, including any updates required to the Local Concessionary Travel Scheme, to the GMCA / TfGM Chief Executive and the TfGM Director of Finance and Corporate Services, in consultation with the GMCA Treasurer.

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Equalities Implications: N/A

Climate Change Impact Assessment and Mitigation Measures: N/A

Risk Management – An assessment of major budget risks faced by the authority are carried out quarterly as part of the reporting process – no risks have been identified in this quarter. For risk management in relation to budget setting, please refer to section 6 of the report.

Legal Considerations – There are no specific legal implications with regards to the 2020/21 budget update, however please refer to section 6 of the report for budget setting considerations.

Financial Consequences – Revenue – The report sets out the proposed budget for 2020/21.

Financial Consequences – Capital – There are no specific capital considerations contained within the report, however the revenue budget contains resources to meet the capital costs of the authority. Changes in the capital programme can affect the budget to meet these costs.

BACKGROUND PAPERS:

Report to Greater Manchester Combined Authority: 'GMCA Revenue Update 2019/20' 25 October 2019.

Report to Greater Manchester Combined Authority: 'GMCA Revenue Update 2019/20' 26 July 2019.

Report to Greater Manchester Combined Authority: 'GMCA Revenue Outturn 2018/19' 28 June 2019.

Report to Greater Manchester Combined Authority: 'Mayoral General Budget and Precept' 15 February 2019.

Report to Greater Manchester Combined Authority: 'Transport Revenue Budget' 15 February 2019.

Report to Greater Manchester Combined Authority: 'GMCA Revenue General Budget' 15 February 2019.

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
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?		N/A
GM Transport Committee	Overview & Scrutiny Committee	
N/A	11 February 2020	

1 INTRODUCTION

- 1.1 The report provides details of the proposed budget, including Mayoral funded functions as they relate to Transport for 2020/21.
- 1.2 The allocation to Districts in relation to the Transport Levy and Transport Statutory Charge is set out in paragraph 3.5 of the report.
- 1.3 Part 4 of the Transport Order laid before Parliament in April 2019 provides that some £86.7m of funding will be provided to the Mayor by way of a 'statutory charge', in respect of costs that were previously met from the levy.
- 1.4 The Authority's legal obligations and the responsibility of the Treasurer to the Combined Authority are also set out in more detail later in the report.

2 TRANSPORT REVENUE BUDGET 2020/21

- 2.1 The overall position for 2020/21 can be summarised as follows in the table below:

	2020/21
Resources Available:	£'000
Transport Levy	105,773
Statutory Charge	86,700
Mayoral General Precept	17,050
Mayoral Capacity Grant	550
Government Grants	20,243
External Income	850
Contrib. from Reserves	10,923
Total Resources	242,089
Calls on Resources:	
Gross Grant to TfGM	138,322
TfGM Funded Finance Costs	(13,419)
Grant Paid to TfGM	124,903
Other Grants	12,429
Scheme Development Costs	500
16-18 Concessionary	16,200
Bus Reform	4,750
Care Leavers	550
GMCA Traffic Signals	3,822
<u>Capital Financing Costs</u>	
- Levy Funded	52,904
- GMCA Funded from Reserves/Revenues	7,108
- TfGM Funded from Reserves/Revenues	15,029
- TfGM Funded from Efficiencies	2,919
GMCA Corporate Core Costs	975
Total Call on Resources	242,089

2.2 Within 'Government Grants' in the table above is £7.1437 million of Earnback funding which is budgeted to be used to fund Trafford Metrolink Capital Financing Costs (£7.108 million) and the costs of the Cycling and Walking Commissioner (£0.035 million).

3 PROPOSED GMCA TRANSPORT LEVY AND MAYORAL STATUTORY CHARGE 2020/21

3.1 Following the 'Transport Order' which was laid before Parliament in April 2019, the funding for transport functions has now been split between the Transport Levy and a Statutory Charge.

3.2 It is proposed that the Transport Levy for 2020/21 will be set at £105.773 million and the Statutory Charge be set at £86.7 million. These total £192.473 million which, in total, is unchanged from the Levy for 2019/20.

3.3 The Transport Levy and Statutory Charge is distributed across the Districts based on mid-year population as at June 2018. An analysis of amounts payable by each District in 2020/21 is shown in the table below.

3.4 As was the case in 2019/20, in addition to the Transport Levy, it is anticipated that earmarked reserves will be utilised to fund a number of other activities. These additional activities are set out in Section 5.

Proposed GMCA Transport Levy 2020/21 per District

3.5 The table below details both the Transport Levy and the Statutory Charge per district;

District	2019/20	2020/21	2020/21	2020/21	Levy Change	
	Transport levy £000	Transport Levy £000	Statutory Charge £000	Total Charge £000	£000	%
Bolton	19,587	10,732	8,797	19,529	(58)	(0.03%)
Bury	13,041	7,149	5,860	13,010	(31)	(0.02%)
Manchester	37,514	20,595	16,881	37,476	(38)	(0.02%)
Oldham	16,076	8,861	7,263	16,124	49	0.03%
Rochdale	15,023	8,274	6,782	15,055	32	0.02%
Salford	17,284	9,568	7,842	17,410	126	0.07%
Stockport	20,015	10,973	8,994	19,967	(48)	(0.02%)
Tameside	15,413	8,469	6,942	15,411	(2)	(0.00%)
Trafford	16,195	8,889	7,286	16,176	(19)	(0.01%)
Wigan	22,326	12,263	10,052	22,315	(11)	(0.01%)
Total	192,473	105,773	86,700	192,473	0	0.00%

3.6 In addition to the Transport Levy and Statutory Charge, it is anticipated that earmarked reserves and Earnback grant will be utilised to fund certain capital financing costs and other devolution and scheme development related costs for 2020/21.

4 TfGM BUDGET STRATEGY 2020/21

- 4.1 The budget presented relates to the TfGM element of the Transport budgets.
- 4.2 As in the previous year there are a number of additional activities that TfGM is delivering on behalf of GMCA and the Mayor. Also, as in 2019/20, due to the scale and nature of these activities it will not be possible to fund all these costs from the core funding which includes the Levy and part of the Precept. The main activities in this regard are set out below along with a forecast of the proposed funding in 2020/21 is set out below.

Bus Reform

- 4.3 The financial case for the bus reform proposals that were included in the Assessment that was presented to GMCA in October 2019, included a full assessment of how the GMCA could afford to make and operate the proposed scheme. The Assessment set out the indicative profile of the costs and funding requirements; and a range of credible funding sources which exceeded the net modelled costs to operate the scheme over the proposed transition period. The Assessment also concluded that the proposed franchising scheme was affordable and would represent value for money. Following the audit of the Assessment, the GMCA agreed, at its meeting on 7 October, to instruct TfGM to commence consultation on the proposed franchising scheme which included a proposed funding package and proposed sources of funding.
- 4.4 In the event that the Mayor decides to introduce bus franchising, the forecast capital and revenue (including capital financing) costs over the transition period up to 2024/25 would be approximately £134.5 million. The proposed sources of funding include £78 million of mayoral 'earn back' funds (provided by central government as part of Greater Manchester's Devolution Agreement), £11 million raised by the existing precept as part of the Mayor's 2019/20 budget for bus reform purposes and £22.7 million from the mayoral precept in future years' budgets, £5 million of existing and forecast business rates receipts held by GMCA and £17.8 million of contributions by Local Authorities as a proposed one off increase in the Statutory Charge in 2020/21. Any differences between the spend and profiled funding requirement will be covered through prudential borrowing rather than being an additional funding requirement. Discussions are also ongoing with Government around their level of support to deliver bus reform which could potentially reduce the local funding required including from the mayoral precept.
- 4.5 In the event that the Mayor decides to introduce bus franchising a further report will be brought to GMCA to increase the Statutory charge in 2020/21 by £17.8 million.

Rail Station Partnership working

- 4.6 TfGM is continuing to work on developing proposals for working in partnership with operators and other industry stakeholders at a number of GM rail stations, including those stations in Town Centre Challenge Fund locations. A drawdown of £0.5 million of funding from Reserves was approved by GMCA in January 2019 for this purpose and an update on the work performed to date was reported to GMCA on 25 October 2019. A drawdown of an additional £0.5 million

is requested from Transport Reserves, to further progress this work in 2020/21. This will fund further work including in particular:

- Working in partnership, to develop business cases for the investment in, for example, redundant station buildings;
- Continued partnership with the Greater Manchester Health and Social Partnership to deliver the identified community use facilities at Stalybridge and further roll-out at other GM stations;
- Progress further Access for All (AfA) design work at Walkden and Swinton which will support any future bid if additional AfA funding becomes available from the Department of Transport.
- Continue to work with Alliance Partners and Local Authorities to deliver cases for housing and station improvement activities;
- To deliver installation of defibrillators at the remaining 47 Greater Manchester stations without a defibrillator.

4.7 A further report will be presented to the GMCA towards the end of 2020 to provide a further update on progress on this work.

Transport Scheme / Pipeline Development

4.8 There is a requirement to continue to incur significant revenue costs to support scheme / pipeline development/feasibility work on known GMCA priorities, including the development of potential public transport solutions that will support the city region's growth agenda; the development of the Greater Manchester Infrastructure Programme; and to support the development of the Greater Manchester Spatial Framework and the 2040 Delivery Plan.

4.9 To date the costs of this work have been funded from a combination of Transport Reserves and Earnback funding. An allowance of £10 million is included within the budget (from retained business rates) to enable the ongoing pipeline development work to be continued. The release of this is subject to approval of a business case that is currently proposed to be presented to GMCA in March. Regular updates will be presented to GMCA during 2020/21 on the progress on this work and on the priority projects and programmes which are being developed.

Budget Strategy

4.10 It is recognised that the TfGM's budget has been 'managed' within largely the same funding envelope in recent years by making year on year savings from various incremental ongoing activities. This has been very challenging in the context of the additional activities that TfGM has been requested to deliver, however the largely 'standstill' budget also needs to be considered in the context of the significant funding pressures on the Greater Manchester Authorities, who fund the majority of TfGM's operating budget through the Levy and Statutory Charge.

- 4.11 It is also recognised that the ability for TfGM to continue to make year on year ‘incremental’ savings to fund ongoing cost pressures over the medium to longer term is limited, in particular in view of the widening range of activities that TfGM has been, and continues to be, requested to deliver. As a result, and over the longer term, a more strategic approach to setting budgets and managing funding is required than has been the case to date.
- 4.12 In this context, TfGM will bring forward proposals, ahead of the next budget setting process, for how a more strategic approach could be adopted. This will include reviews of, and proposals for:
- Accessible Transport: including both the current Ring and Ride service delivered by GMATL and the wider provision of accessible transport by various bodies across GM;
 - A review of the policy and approach to delivering School transport; and
 - A fuller review of TfGM’s overall budgets to ensure that it remains focused on the key priorities within the Greater Manchester Strategy and the 2040 Transport Strategy; and that all efficiency options, including further collaboration with the CA and other public bodies are considered and taken forward where appropriate
- 4.13 Completion of these reviews will be targeted for spring/early summer 2020, ahead of the commencement of next year’s budget setting process.

Concessionary Support

- 4.14 ‘Fixed rate’ reimbursement arrangements with the major bus operators are currently in place or are in the process of being negotiated. These will succeed the previous agreements which expired on 31 March 2019.
- 4.15 A new concessionary travel scheme providing free bus travel for young people aged 16-18 was introduced in 2019/20. This commenced on 1 September 2019. The costs of this scheme are being funded from the Mayoral budget, primarily through the Precept; third party income (including from colleges) and other Mayoral funding. The budget for 2020/21 reflects a full year of this cost, compared to 7 months in 2019/20. This increase in cost of c. £6 million will largely be funded by an increase in the Mayoral Precept.
- 4.16 It was previously agreed by GMCA that the existing balance on the Concessionary Fares Reserve, which was c. £9.3 million at 31 March 2019, is retained to fund the risks connected with the 16-18 free bus Concession.
- 4.17 In 2019/20 it is forecast that the costs for the 16-18 free bus Concession will outturn £1.7 million above the budget previously released for this year. This is largely due to a phasing difference which is expected to reverse during 2021/22. As previously agreed, it is proposed to drawdown £1.7 million from the Concessionary Reserve in 2019/20 on the expectation that approximately the same amount will be transferred back into the Reserve in 2021/22.

4.18 On 27 October 2017 the Mayor presented a report to GMCA which approved the introduction of the Women's Concessionary Travel Scheme, which provided a local travel concession for c. 14,000 women in Greater Manchester born between October 1953 and November 1954. There is a recommendation included within this report for an extension of this concession to a further 'cohort' of c. 5,700 women, specifically those born between 6 November 1954 and 5 April 1955. The costs of this extension, which are estimated to be c. £0.3 million in 2020/21, have been included in this budget.

Supported Bus Services

4.19 In recent years the Supported Services budget has reduced by over 20%. In the main these savings have been delivered from efficiency savings and service reductions rather than service removals. However there have been cuts to some services which have no longer been deemed to represent value for money, in particular in respect to patronage and cost. It is expected that the Supported Services Budget will continue to be under significant pressure during 2020/21 due to a combination of inflationary pressures and commercial deregistrations. A limited additional allowance of £0.3 million has been included in the budget in this regard.

4.20 The funding which will be raised from the introduction of the £10 annual charge for concessionary pass holders to access off peak tram and rail services, which is estimated to be c. £1.25 million per annum, will be ring-fenced for investment in bus and bus services.

4.21 In 2019/20 the grant to GMATL to fund Ring and Ride services was increased by £0.3 million to part fund the replacement of up to 31 fleet vehicles which will reach the end of their 'useful economic' life over the next two years. Despite this, significant pressures still exist within the GMATL budget and further efficiency savings and income generation options, including increases in fares, will need to be considered on an ongoing basis to retain the service at current levels.

4.22 In line with recent years, the fares and charges on certain products or services that TfGM sells, including fares on schools' services and Local Link, and Departure Charges, will all be subject to increases in line with inflation, which will be implemented at various dates between April 2020 and January 2021.

Other costs and budget pressures

4.21 A number of other budget pressures or risks exist, as follows:

- Costs of supporting the wide and increasing range of additional activities that TfGM has been requested to undertake in recent years;
- Costs of extending services in a number of areas, including TfGM's Contact Centre to meet increased demands for customer information;
- Work to consider the options and potential for future Rail Reform. No allowances have been made in the budget for this other than the £0.5 million, referenced in section 4.6, to continue work to develop partnership opportunities for rail stations;
- Costs of delivering, as yet unspecified and uncommitted, additional night time services;

- Other unfunded project support, including for example HIF and Growth Deal Programme support; and Regional Centre co-ordination; and
- Costs of inflation on both staff and other operating costs, and increased cost of employer pension contributions.

4.22 The additional costs and funding pressures on the TfGM budget in 2020/21, including from the matters referred to above, and from increasing pressures on the Concessionary and Supported Bus Services budgets, have added additional cost pressures of c£4 million into the base budget for 2020/21 which will need to be met through additional savings and efficiencies in operating costs and the generation of additional commercial income.

4.23 There are a number of additional risks in a number of other areas impacting the budget including:

- Currently unknown costs for the work connected with developing and implementing plans to address Air Quality. The budget assumption is that these costs will continue to be funded by grants to GMCA from the Joint Air Quality Unit (JAQU); and
- The levels of scheme development funding, in the context of the development aspirations of the Greater Manchester Infrastructure Programme; the Greater Manchester Spatial Framework and the 2040 Delivery Plan. To the extent that the £10 million for scheme / pipeline development referred to above is approved, there is a risk that this may not be sufficient to develop the pipeline of schemes as quickly as required. This could limit the scale and pace at which these schemes can be developed and place additional cost pressures on TfGM 'Core' budgets.

4.24 Considering the above the proposal is that:

- The Levy will be subject to a cash 'standstill', after taking account of 'one off' items in 2019 and 2020;
- There will be an increase in the funding from the Precept in relation to the costs of the 16-18 travel concession;
- A proposed release, subject to further approval by GMCA, of up to £10 million of funding from Retained Business Rates to fund ongoing Scheme Development costs as part of the development of the Greater Manchester Infrastructure Programme;
- A drawdown of £1.5 million from the Integrated Ticketing Reserve to continue the development of ticketing solutions, following the implementation of contactless, smart ticketing in the current year;
- a further £0.5 million of funding from Transport Reserves to continue to develop the work on the Rail Stations Partnerships;
- TfGM fares and departure charges to increase in line with inflation at varying points in 2020/21 as set out in this report; and
- Bus Stop Closure Charges to increase as set out in paragraph 4.41 below.

TfGM Proposed Budget 2020/21

4.25 Based on the proposals above the TfGM budget for 2019/20 would be as follows:

	2019/20	2020/21	
	Outturn	Budget	Variance
	£000	£000	£000
Resources			
Levy allocated to TfGM	131,540	36,380	(95,160)
Statutory Charge	-	86,700	86,700
Mayoral General budget	3,950	18,650	14,700
Rail Grant	1,860	1,900	40
Utilisation of other reserves	9,700	-	(9,700)
Retained Business Rates	-	10,000	10,000
Metrolink funding from Revenue / Reserves	10,300	10,800	500
Earnback Revenue Grant / Reserves	5,750	-	(5,750)
Other Grants	12,600	6,000	(6,600)
Total Revenue	175,700	170,430	(5,270)
Call on Resources			
Concessionary Support	75,080	79,300	(4,220)
Supported Services	27,610	27,900	(290)
Accessible Transport	4,910	4,910	-
Operational Costs	61,790	52,010	9,780
Financing	6,310	6,310	-
Total Expenditure	175,700	170,430	5,270
Surplus/(Deficit)	-	-	-

4.26 There are a number of risks to the proposed budget as noted above, including increases in supported bus services costs resulting from price increases and bus service deregistrations; the ability to deliver the expanding range of activities within the same budget envelope. It should be noted that the potential costs and funding sources for Bus Reform in 2020/21 are not included in the table above, pending a decision by the Mayor on the future options for Bus Reform.

4.27 The main elements of the proposed budget are considered further below.

Resources

- 4.28 Following the GMCA Amendment Order being laid in April 2019, the Mayor was given further powers for transport functions, which in relation to TfGM's activities relates to activities associated with delivery of Bus related activities. As noted in the Mayoral Budget report an assessment has been made in relation to the cost of those functions and it is proposed that £86.7 million is raised via a statutory charge to District Councils, with a corresponding reduction in the Transport Levy.
- 4.29 The total level of funding from the Levy/Statutory Charge is budgeted to reduce in 2020/21 compared to 2019/20 mainly due to funding having been included for Bus Reform in 2019/20, including the 16-18 travel concession, in advance of the Order being introduced in May 2019.
- 4.30 The Mayoral General budget is also funding other costs in 2019/20 and 2020/21, which prior to 2018/19 had been funded from the Transport Levy but are now a Mayoral function and need to be funded from the Mayoral General budget. This includes the costs associated with updating and delivering the Local Transport Plan (LTP). Following the further Order in April 2019, the Mayoral budget also includes the costs of the 16-18 Concessionary Travel Scheme. The LTP costs are budgeted to be £3.55 million in 2020/21 and the costs of Concessionary scheme for 16-18 travel are budgeted to be £15.9 million.
- 4.31 The funding from the DfT Rail grant in 2020/21 is budgeted to increase with inflation.
- 4.32 Funding from the Utilisation of other reserves is budgeted to reduce, which is offset by an increase in funding from Retained Business Rates. This largely reflects a shift in the funding for Scheme Development costs from Reserves to Business Rates between 2019/20 and 2020/21.
- 4.33 The funding from Metrolink Revenue/Reserves represents the contribution from Metrolink net revenues which are ring fenced to fund the financing costs which are incurred in GMCA.
- 4.34 In 2019/20 Earnback funding was used to fund Bus Reform. As noted above costs and funding for further future Bus Reform activities have not been included in this budget pending a decision by the Mayor as to whether to introduce bus franchising.
- 4.35 The funding from Other Grants is budgeted to reduce which reflects the profile of expenditure on other grant funded activity, including in particular the costs of activities to develop the Clean Air Plan Full Business Case, which are fully funded by grants from the Joint Air Quality Unit.

Calls on Resources

- 4.36 The concessionary reimbursement budget includes the cost of the English National Concessionary Travel Scheme (ENCTS) and the local Concessionary scheme, including the recently introduced 16-18 concessionary travel scheme. The ENCTS is a statutory scheme and TfGM cannot mitigate these costs other than seeking to manage its risk by agreeing multi-year fixed price arrangements where appropriate.
- 4.37 The budget for Supported Services for 2020/21 has been increased by £0.3 million to include a limited allowance for inflationary cost increases and for further deregistrations, however this still means that further efficiency savings will be required in order to fund the full extent of cost inflation and the incremental cost of any further commercial deregistrations.

- 4.38 The grant payable to GMATL in the proposed budget will be at the same level as 2019/20 at up to £4.91 million. As noted above, the £4.91 million includes an allowance to part fund the costs of renewing vehicles which will reach the end of their 'economic lives' over the next two years, with the remaining funding being delivered from a combination of efficiency savings and fares increases.
- 4.39 Operational costs include the costs of operating and maintaining the TfGM owned bus stations, travel shops and other infrastructure, and the costs of support functions.
- 4.40 The budget includes an assumption that Bus Station Departure Charges will increase in line with RPI, by 2p, from April 2020, which represents an increase of 2.6% and additional income of up to c£80,000. The additional income will be used to partly offset the increasing costs of operating bus stations.
- 4.41 The budget also assumes that the fees applied to utility companies, commercial contractors and developers when temporarily opening and closing bus stops / shelters are increased from £200 to £250 for the first four stops and that the costs thereafter are increased from £35 to £70 per stop. The costs for 'revisiting' a stop are also assumed to increase from £50 to £100.
- 4.42 As in previous years the budget includes very challenging targets for savings in operational and support costs, including from reducing costs. Efficiencies from collaboration with GMCA and the generation of additional commercial income. These are required in order that TfGM can deliver the additional activities requested by GMCA within a standstill budget.

5 RESERVES

- 5.1 An analysis of the forecast and budgeted movements in transport related reserves for 2019/20 and 2020/21 is set out below:

Transport Related Reserves

GMCA Transport Reserves	Actual Balance as at 01-Apr-19	Transfer in/(out) 2019/20	Projected Balance as at 31-Mar-20	Transfer in/(out) 2020/21	Projected Balance as at 31-Mar-21
Earmarked Revenue Reserves					
Capital Programme Reserve - GMCA	99,997	(7,093)	92,904	(3,163)	89,741
Integrated Ticketing Reserve - GMCA	12,500	-	12,500	(1,500)	11,000
Revenue Grants Unapplied Reserve - GMCA	5,502	(4,611)	891	(891)	-
Concessionary Fares Reserve - TfGM	9,282	(1,700)	7,582	-	7,582
Property Reserve - TfGM	12,157	(1,500)	10,657	(1,500)	9,157
Metrolink Reserve - TfGM	2,093	-	2,093	-	2,093
Joint Road Safety Group Reserve - TfGM	3,792	(276)	3,516	(367)	3,149
General Revenue Reserves					
General Reserve - TfGM	5,454	-	5,454	-	5,454
General Reserve - GMCA	4,882	(3,800)	1,082	-	1,082
	155,659	(18,980)	136,679	(7,421)	129,258

General Reserve

- 5.2 Current good practice states that reserves should be maintained at an appropriate level as determined by a detailed business risk review. The forecast balance on the General Reserve at 31 March 2020 is £6.5 million, with no current calls expected within 2020/21.
- 5.3 A risk analysis has been undertaken which demonstrates that based on the risks facing the organisation, the current and proposed level of reserves have been assessed as appropriate.
- 5.4 The key risks and issues impacting on the revenue budget are summarised below:
- capital programme costs and delivery;
 - ability to continue to deliver the additional responsibilities and activities set out within the report, within current resources;
 - additional cost pressures on the subsidised bus network and on operating costs; and
 - the ability to deliver the further, incremental efficiency savings.
- 5.5 TfGM and GMCA hold other reserves as set out in the following paragraphs.

Capital Programme Reserve

- 5.6 GMCA and TfGM hold certain reserves which are primarily ring-fenced to pay for and manage the risks of delivering their ongoing capital programme. These reserves are revenue reserves and can be used for capital and revenue purposes, including repaying capital and interest on borrowings. TfGM is responsible for delivering a capital programme of public transport investment and infrastructure, which during the period up to 2021 has totalled over £3 billion. The programme includes trebling the size of the Metrolink network, including the Trafford Line

extension; the construction of new transport interchanges; the bus priority schemes; rail schemes and the introduction of a smart card to operate across all transport modes. The forecast annual capital expenditure in 2020/21 is budgeted to be circa £202 million.

- 5.7 The current forecast balance on the Capital Programme Reserve at 31 March 2020 is approximately £92.9 million. The forecast balance on the Capital Programme Reserve is consistent with the work undertaken in relation to financing costs.
- 5.8 There is projected to be significant utilisation of reserves in the next 5-10 years due to combined demands of financing the Capital Programme and costs of future capital scheme development.
- 5.9 Specifically for 2020/21 it is anticipated that a net £3.2 million will be drawn down from the Capital Programme Reserve, which is broken down as follows;
- £0.5 million – to meet the costs of Scheme Development costs and work on rail stations devolution; and
 - £2.7 million – to meet capital financing commitments.
- 5.10 The optimum mix of reserves utilisation and borrowings will be determined by the GMCA Treasurer, prior to the closure of the relevant years' accounts.

Integrated Ticketing Reserve

- 5.11 The Integrated Ticketing Reserve funded from a third party contribution will be used over a period of time to contribute towards the development and delivery of integrated, including smart, ticketing schemes. It is anticipated that £1.5 million will be required within 2020/21 for the ongoing development and delivery of ticketing products and initiatives.

Revenue Grants Unapplied Reserve

- 5.12 This relates to grants received ahead of expenditure, with the largest grant of £4.2 million being in relation to Clean Air plan funding. It is forecast that £4.6 million will be utilised within 2019/20 and the remaining £0.9 million used within 2020/21.

Concessionary Fares Reserve

- 5.13 A reserve is held to cover specific costs and manage various risks including:
- costs of fixed deal arrangements with the larger bus operators;
 - forecast costs of reimbursing other operators;
 - costs of renewing existing National Concessionary Travel Passes (cards only valid for five years); these costs were funded by central government when introduced in April 2008; and

- other costs including concessionary travel data collection and ‘smart’ related costs, which would otherwise be funded from the Levy;
- the costs of new, or extensions to, existing concessions, to the extent that they can’t be managed within the ‘core’ budget, including in particular the 18-18 travel concession and WCTS.

5.14 The forecast balance of the reserve at 31 March 2020 is c. £7.6 million following a call of £1.7 in 2019/20 when it is forecast that the costs for the 16-18 free bus Concession will outturn £1.7 million above the budget previously released for this year. This is largely due to a phasing difference which is expected to reverse during 2021/22. As previously agreed, it is proposed to drawdown £1.7 million from the Concessionary Reserve in 2019/20 on the expectation that approximately the same amount will be transferred back into the Reserve in 2021/22.

Property Reserve

5.15 The Property Reserve is held for financing the historic costs for the TfGM building at 2 Piccadilly Place. The budgeted movements in 2019/20 and 2020/21 relate to amortisation costs.

Metrolink Reserves

5.16 TfGM Metrolink reserves relates largely to historic reserves which have been retained for specific purposes. The balance will be used, to fund the capital financing costs for the capital programme, in line with the approved financial strategy.

Joint Road Safety Group Reserve

5.17 The Greater Manchester Joint Road Safety Group operates as part of TfGM. The forecast and budgeted movements represent the net income generated from the delivery of driver improvement training offset by the cost of investments in road safety schemes.

6 LEGAL ISSUES

6.1 In coming to decisions in relation to the revenue budget the Authority has various legal and fiduciary duties. The amount of the transport levy and statutory charge must be sufficient to meet the Authority’s legal and financial commitments, ensure the proper discharge of its statutory duties and lead to a balanced budget.

6.2 In exercising its fiduciary duty the Authority should be satisfied that the proposals put forward are a prudent use of the Authority’s resources in both the short and long term and that they are acting in good faith for the benefit of the community whilst complying with all statutory duties.

Duties of the Treasurer (Chief Finance Officer)

- 6.3 The Local Government Finance Act 2003 requires the Chief Finance Officer to report to the Authority on the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves. The Authority has a statutory duty to have regard to the CFOs report when making decisions about the calculations.
- 6.4 Section 28 of the Local Government Act 2003 imposes a statutory duty on the Authority to monitor during the financial year its expenditure and income against the budget calculations. If the monitoring establishes that the budgetary situation has deteriorated, the Authority must take such action as it considers necessary to deal with the situation. This might include, for instance, action to reduce spending in the rest of the year, or to increase income, or to finance the shortfall from reserves.
- 6.5 Under Section 114 of the Local Government Finance Act 1988, where it appears to the Chief Finance Officer that the expenditure of the GMCA incurred (including expenditure it proposes to incur) in a financial year is likely to exceed the resources (including sums borrowed) available to it to meet that expenditure, the Chief Finance Officer has a duty to make a report to the Authority.
- 6.6 The report must be sent to the Authority's External Auditor and every member of the Authority and the Authority must consider the report within 21 days at a meeting where it must decide whether it agrees or disagrees with the views contained in the report and what action (if any) it proposes to take in consequence of it. In the intervening period between the sending of the report and the meeting which considers it, the authority is prohibited from entering into any new agreement which may involve the incurring of expenditure (at any time) by the authority, except in certain limited circumstances where expenditure can be authorised by the Chief Finance Officer. Failure to take appropriate action in response to such a report may lead to the intervention of the Authority's Auditor.

Reasonableness

- 6.7 The Authority has a duty to act reasonably taking into account all relevant considerations and not considering anything which is irrelevant. This Report sets out the proposals from which members can consider the risks and the arrangements for mitigation set out below.

Risks and Mitigation

- 6.8 The Treasurer has examined the major assumptions used within the budget calculations and considers that they are prudent, based on the best information currently available. A risk assessment of the main budget headings for which the GMCA will be responsible has been undertaken and the key risk identified are as follows;
- For anticipated borrowings current market interest rate forecasts have been used. While these costs have been budgeted, there remains a risk that until the costs are fixed actual costs may exceed budget. This risk is mitigated by the specific Capital Programme Reserve.

- The budgets for 2020/21 include potential pressure areas, particularly within the TfGM controlled budgets. The budgets are however considered achievable and will be monitored against budget on a regular basis.
- The complex nature of the significant capital developments being undertaken to enhance and extend the transport network is another key risk area. Whilst these projects and programmes are subject to rigorous management and governance arrangements and each contains an appropriate level of risk allowance and contingency, there remains an inherent financial risk with any project or programme of this size.

7 RECOMMENDATIONS

- 7.1 Detailed recommendations appear at the front of this report.

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Date: 14 February 2020

Subject: Mayoral General Budget and Precept Proposals (Budget Paper B)

Report of: Andy Burnham, Mayor of Greater Manchester

PURPOSE OF REPORT

The report set out the Mayor's proposals for the Mayoral General Budget (including Fire and Rescue) and seeks approval for the Mayoral General Precept for 2020/21.

The report recommends the setting of the Revenue Budget for 2020/21 as required under Section 42A of the Local Government Finance Act 1992 (updated in the Localism Act 2011) and the precepts and relevant levels of Council Tax required under sections 40, 42B and 47 of the Act.

RECOMMENDATIONS:

The GMCA is requested to:

1. To approve the Mayor's General budget for 2020/21 set out in this report together with the calculation of the precepts and Council Tax rates set out in Appendices 3 to 6;
2. To approve the overall Mayoral General Precept of £90.95 (Band D) (an additional £14 on the current £76.95) comprising of £66.20 for functions previously covered by the Fire and Rescue Authority precept (an additional £6.25 for 2020/21 on the current £59.95) and £24.75 (an additional £7.75 for 2020/21 on the current £17.00) for other Mayoral General functions;
3. To note that the proposal for the Mayoral General Precept for 2020/21 is part of a multi-year strategy for setting the Mayoral precept baseline which will be adjusted in future years as further Mayoral functions are covered by the funding raised;
4. To approve:

- i. the overall budget proposed for the Fire and Rescue Service, noting the changes in relation to Programme for Change;
 - ii. the use of the reserves to support the revenue and capital budgets, and the assessment by the Treasurer that the reserves as at March 2021 are adequate;
 - iii. the proposed capital programme and proposals for funding;
 - iv. the medium term financial position for all functions covered by the Mayoral precept;
5. To approve the budget for other Mayoral functions, including the use of £0.5 million of Earnback grant to be used to support GMCA costs relating to bus related activity, including bus reform;
6. To note that the approval to set a Statutory Charge of £86.7 million as set out in Part 4 of the Transport Order, apportioned on the basis of mid-year population as at June 2018 is requested as part of the Transport Revenue Budget report elsewhere on the agenda;
7. To approve the use of reserves as set out in paragraphs 5.1 and at Appendix 2, paragraph 9.1;
8. To note that in accordance with legal requirements, the minutes will record the names of those Members voting for or against the Mayor's budget and precept proposals.

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TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
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?		Yes
GM Transport Committee	Corporate Issues & Reform Overview & Scrutiny Committee	
	11 February 2020	

Risk Management – An assessment of the potential budget risks faced by the authority are carried out quarterly as part of the monitoring process. Specific risks and considerations for the budget 2020/21 insofar as they relate to the Fire Service are detailed in Appendix 2. Risks associated with Mayoral Transport Functions are covered in the Transport Revenue budget report elsewhere on the agenda.

Legal Considerations – See Appendix 1 of the report for the legal requirements about setting the precept.

Financial Consequences – Revenue – The report sets out the planned budget strategy for 2020/21 and future years.

Financial Consequences – Capital – Proposals for Fire and Rescue Services capital spend are set out in Appendix 2.

BACKGROUND PAPERS:

Report to Greater Manchester Combined Authority: 'Mayoral General Budget and Precept' 15 February 2019

1. INTRODUCTION

- 1.1 At the meeting of the Greater Manchester Combined Authority held on 31 January 2020, the Mayor's proposed budget was considered, and a number of recommendations were made in respect of the budget strategy. Based upon these recommendations being acceptable, this report sets out the necessary resolutions and statements required to be approved in order to set the budget and precept for 2020/21.
- 1.2 The legal process (Appendix 1) specifies that the GMCA should notify the Mayor before 8 February, if they intend to issue a report on this proposal for the budget and precept and/or propose an alternative. No such report has been received.
- 1.3 The contents of the previous Mayoral budget report to the 31 January meeting has been shared with the business community via the GM Chamber. Any comments received prior to the meeting will be reported verbally.

2. CHANGES SINCE BUDGET REPORT

- 2.1 At the time of writing the report, the position on District Council tax bases and surpluses or deficits on Collection Funds together with the position on the Authority's share of the Retained Business Rates was not finalised as the deadline for part of this information was 31 January. The figures have now been received and are showing an improvement over that previously reported, as set out in the following paragraphs.
- 2.2 The tax base is used in the calculation of how much money will be received for the precept levied. Each Council is required by regulations published under the Local Government Finance Act 1992 to calculate a Council Tax Base. The tax base for each Council is shown in Appendix 4. There has been a minor increase in the tax base of a further 0.7 (Council tax Band D Equivalent) properties.
- 2.3 Each Council is required to calculate its estimated position for Council Tax and Business Rates in the form of a surplus or a deficit on the Collection Fund. This is the account that records all council tax and business rates receipts. The share for the Mayoral General budget (including Fire and Rescue) is calculated as part of this process. In addition to this, Fire and Rescue receives 1% of retained business rates income. The updated figures show an additional surplus on council tax of £0.545 million and an additional surplus on business rates of £0.220 million and increased income from business rates (including Section 31 grants) of £0.097 million.

3. BUDGET CONTENT AND PROCESS

3.1 The functions of the GMCA, which are currently Mayoral General functions, are:

- Fire and Rescue
- Spatial development strategy
- Compulsory Purchase of Land
- Mayoral development corporations
- Development of transport policies
- Preparation, alteration and replacement of the Local Transport Plan
- Grants to bus service operators
- Grants to constituent councils
- Decisions to make, vary or revoke bus franchising schemes

3.2 The sources of funding for Mayoral costs, to the extent that they are not funded from other sources, are a precept or statutory contributions (not Fire). A precept can be issued to District Councils as billing authorities. The precept is apportioned between Districts on the basis of Council Tax bases and must be issued before 1 March. As in 2019/20, the Government has indicated that it will not impose a ceiling on the Mayoral (General) precept, above which a referendum would be required in recognition of the restraint shown by Mayors in setting their precepts.

3.3 Constituent councils can make statutory contributions to the Mayor in respect of Mayoral functions where authorised by a statutory order but they require at least 7 members of the GMCA (excluding the Mayor) to agree (Fire cannot be met from statutory contributions).

3.4 In terms of timetables, before 1 February, the GMCA must be notified of the draft budget in relation to the following financial year. The draft budget must set out the proposed spending and how it is intended to meet the costs of the Mayoral General functions.

3.5 The GMCA must review the draft budget and may make a report to me on the draft. The Authority must make such a report before 8 February and must set out whether it would approve the draft budget in its current form or make alternative recommendations. If no such report is made before 8 February then the draft budget shall be deemed to be approved. No such report has been received.

3.6 A full, legal, description of the process is attached at Appendix 1.

4. PROPOSED MAYORAL GENERAL BUDGET

4.1 Attached at Appendix 2 are the outline budgets in relation to the Revenue and Capital Budgets for the Greater Manchester Fire and Rescue Service and the medium term Financial Strategy.

4.2 It is proposed that the previous level of precept (£59.95) is increased by £6.25 to support the deferral of a number of operational changes in light of the Phase 1 report into the

Grenfell Tower Fire Public Inquiry and The Cube fire at Bolton. In addition, income from Business Rates, both a share of the income collected by District Councils and a 'top up' grant, is received.

- 4.3 In relation to non-Fire functions, in addition to precept income, there are funds relating to the Government 'Mayoral Capacity' funding, the surpluses on Council Tax collection identified by District Councils as relating to the Mayoral Precept, Bus Services Operators Grant, Earnback, Transport Statutory Charges and External Income.
- 4.4 Following the GMCA (Functions and Amendment) order being laid in April 2019, the Mayor was given further powers for transport functions. The order confirms that £86.7 million be met via a statutory charge to District Councils, (with a corresponding reduction in the Transport Levy). A full breakdown by District Council can be found with the Transport Revenue Budget report elsewhere on the agenda.
- 4.5 The order also states that this amount (£86.7 million) can only be varied with the unanimous agreement of the members of the GMCA. It should be noted that if the Mayor makes a decision to introduce bus franchising a further report will be brought to the GMCA proposing that there is an increase in the statutory charge of £17.8 million for 2020/21 to support the implementation of that decision.
- 4.6 In relation to the level of the precept to be levied for Mayoral functions excluding fire, it is proposed that this is set at £24.75 per Band D property, which will raise (on the latest estimated tax band) £18.9 million. This represents an increase for Band D properties of £7.75 per year. When taken with other funding streams available this will give overall funding of £127 million. The overall breakdown of funding for the 2020/21 mayoral budget is as follows:

	2019/20	2020/21
	£000	£000
Precept	12,753	18,877
Mayoral Capacity Funds	1,000	1,000
Collection Fund Surplus	1,493	1,045
Bus Service Operators Grant	13,100	13,100
PCC Contribution	40	-
Use of Reserves	-	5,000
Earnback Capital	-	500
External Income - 'Our Pass'	-	850
Transport Statutory Charge	-	86,700
Total	28,386	127,072

4.7 Based on the above, the funding from the Mayoral (General) Budget for 2020/21 is proposed to be as follows:

Mayoral - Non Fire	2019/20	2020/21
	£000	£000
Mayoral Direct Costs Incl Corporate Support	820	1,239
Spatial Development Strategy	800	-
Mayoral Priorities Incl - A Bed Every Night	416	2,633
Transport Policy & Strategy	3,900	3,500
BSOG - grants to operators	13,100	11,500
- administration	50	50
'Our Pass' Incl Opportunity Cost	6,050	16,200
Sub-Total - Pre additional transport powers	25,136	35,122
Bus Reform	3,250	5,250
Bus Concessionary Re-imburement	-	51,300
Supported Bus	-	27,900
Accessible Transport/Ring & Ride	-	4,600
Allocation of Bus Operational costs	-	2,900
Total Including additional transport powers	28,386	127,072

4.8 In relation to the Direct Mayoral and Support Costs, these are detailed in the table below:

	2020/21
	£000
Mayor's Direct Staffing Costs (Including Mayor, Director of Mayors Office and 5 Business Support posts)	455
Mayor's Direct Other Costs (Including Travel, Mobiles, Printing etc.)	35
<u>Contribution Towards GMCA Corporate Support</u>	
Human Resources	6
Senior Officers	73
Communications	219
Churchgate House - Accommodation	20
ICT	21
Democratic Services	60
Business Support - General / Reception	38
Strategy	233
Finance	10
Contracts and Procurement	4
Legal	46
Information Governance	19
Total Direct Mayoral and Support Budget	1,239

- 4.9 Although I am required to set a precept specifying the Band D Charge, by far the majority of properties, 82%, in Greater Manchester will be required to pay less than this amount. The following table outlines the amounts to be paid by each band and the proportion of properties which fall into each band. Based on Band B being the average charge paid, this equates to £19.25 for non-Fire functions.

	A	B	C	D	E	F	G	H
Costs for Band £	16.50	19.25	22.00	24.75	30.25	35.75	41.25	49.50
Proportion of Properties %	45.6	19.6	17.4	9.2	4.8	2	1.2	0.2

- 4.10 Appendix 4 sets out the amounts of Council Tax for each band, including the Fire element of the precept.

5. RESERVES

- 5.1 Taking account of the budget proposals outlined in this paper, the estimates for 2020/21 are as follows:

Mayoral General Reserves	Projected Balance as at 31-Mar-20	Transfer in/(out) 2020/21	Projected Balance as at 31-Mar-21
	£000	£000	£000
General Balances - Fire	9,993	560	10,553
General Balances - Mayoral	1,109	-	1,109
Transformation	3,604	-	3,604
Capital Reserve	4,201	(4,201)	-
Insurance & Risk Management Reserve	2,849	-	2,849
Earmarked Reserve	1,904	(560)	1,344
Unspent Grants Reserve	1,057	-	1,057
Business Rates Reserve	2,123	(1,956)	167
Bus Services Operators Grant	2,810	(2,500)	310
Earnback	18,723	7,818	26,541
TOTALS	48,373	(839)	47,224

- 5.2 Given the current scale of activities falling on the General budget, the level of reserves held is felt to be appropriate.

6. BUDGET SUMMARY 2020/21

	Gross Expenditure	Gross Income	Net Estimate
	£000	£000	£000
Fire Service Budget	112,079	2,565	109,514
Other Mayoral General Budget	127,072	17,949	109,123
Capital Financing Charges	1,687	-	1,687
Revenue Contribution to Capital Outlay	4,201	-	4,201
Contribution from balances/reserves	-	8,657	(8,657)
Budget Requirement	245,039	29,171	215,868
Localised Business Rates	-	10,614	(10,614)
Business Rate Baseline	-	40,250	(40,250)
Section 31 Grant – Business Rates	-	2,062	(2,062)
Section 31 Grant – pensions	-	5,605	(5,605)
Transport - Statutory Charge	-	86,700	(86,700)
Collection Fund surplus	-	1,265	(1,265)
Precept requirement	245,039	175,667	69,372

7. LEGAL ISSUES

- 7.1 In coming to decisions in relation to the revenue budget, the Mayor has various legal and fiduciary duties. The amount of the precept must be sufficient to meet the legal and financial commitments, ensure the proper discharge of statutory duties and lead to a balanced budget.
- 7.2 In exercising the fiduciary duty, the Mayor should be satisfied that the proposals put forward are a prudent use of resources in both the short and long term and that they are acting in good faith for the benefit of the community whilst complying with all statutory duties.

Duties of the Treasurer (Chief Finance Officer)

- 7.3 The Local Government Finance Act 2003 requires the Treasurer to report to on the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves. The Mayor has a statutory duty to have regard to the CFO's report when making decisions about the calculations.
- 7.4 Section 28 of the Local Government Act 2003 imposes a statutory duty on the Mayor to monitor during the financial year the expenditure and income against the budget calculations. If the monitoring establishes that the budgetary situation has deteriorated, the Mayor must take such action as considered necessary to deal with the situation. This might include, for instance, action to reduce spending in the rest of the year, or to increase income, or to finance the shortfall from reserves.

- 7.5 Under Section 114 of the Local Government Finance Act 1988, where it appears to the Treasurer that the expenditure of the Mayoral General budget incurred (including expenditure it proposes to incur) in a financial year is likely to exceed the resources (including sums borrowed) available to it to meet that expenditure, the Treasurer has a duty to make a report to the Mayor.
- 7.6 The report must be sent to the GMCA's External Auditor and the Mayor/the GMCA must consider the report within 21 days at a meeting where we must decide whether we agree or disagree with the views contained in the report and what action (if any) is proposed to take in consequence of it. In the intervening period between the sending of the report and the meeting which considers it, the GMCA is prohibited from entering into any new agreement which may involve the incurring of expenditure (at any time) by the GMCA, except in certain limited circumstances where expenditure can be authorised by the Treasurer. Failure to take appropriate action in response to such a report may lead to the intervention of the External Auditor.

Reasonableness

- 7.7 The Mayor has a duty to act reasonably taking into account all relevant considerations and not considering anything which is irrelevant. This Report sets out the proposals from which members can consider the risks and the arrangements for mitigation set out below.

Risks and Mitigation

- 7.8 The Treasurer has examined the major assumptions used within the budget calculations and considers that they are prudent, based on the best information currently available. A risk assessment of the main budget headings has been undertaken and the level of reserves is adequate to cover these.

LEGAL REQUIREMENTS, MAYORAL PRECEPT – GENERAL COMPONENT

- 1.1 The Finance Order sets out the process and the timetable for determining the general component of the precept.

Stage 1

- 1.2 The Mayor must before 1 February notify the GMCA of the Mayor's draft budget in relation to the following financial year.
- 1.3 The draft budget must set out the Mayor's spending and how the Mayor intends to meet the costs of the Mayor's general functions, and must include "the relevant amounts and calculations".
- 1.4 "The relevant amounts and calculations" mean:
- (a) estimates of the amounts to be aggregated in making a calculation under sections 42A, 42B, 47 and 48;
 - (b) estimates of other amounts to be used for the purposes of such a calculation;
 - (c) estimates of such a calculation; or
 - (d) amounts required to be stated in a precept.

Stage 2

- 1.5 The GMCA must review the draft budget and may make a report to the Mayor on the draft.
- 1.6 Any report:
- (a) must set out whether or not the GMCA would approve the draft budget in its current form; and
 - (b) may include recommendations, including recommendations as to the relevant amounts and calculations that should be used for the financial year
- 1.7 The Mayor's draft budget shall be deemed to be approved by the GMCA unless the Combined Authority makes a report to the Mayor before 8 February.

Stage 3

- 1.8 Where the GMCA makes a report under 1.5, it must specify a period of at least 5 working days within which the Mayor may:
- (a) decide whether or not to make any revisions to the draft budget; and
 - (b) notify the GMCA of the reasons for that decision and, where revisions are made, the revised draft budget

Stage 4

- 1.9 When any period specified by GMCA under 1.8 has expired, the GMCA must determine whether to:
- (a) approve the Mayor's draft budget (or revised draft budget, as the case may be), including the statutory calculations; or
 - (b) veto the draft budget (or revised draft budget) and approve the Mayor's draft Budget incorporating GMCA's recommendations contained in the report to the Mayor in 1.5 (including recommendations as to the statutory calculations).
- 1.10 The Mayor's draft budget (or revised draft budget) shall be deemed to be approved unless vetoed within 5 working days beginning with the day after the date on which the period specified in 1.8 expires.
- 1.11 Any decision to veto the Mayor's budget and approve the draft budget incorporating the GMCA's recommendations contained in the report to the Mayor in 1.5 must be decided by a two-thirds majority of the members (or substitute members acting in their place) of the GMCA present and voting on the question at a meeting of the authority (excluding the Mayor).
- 1.12 Immediately after any vote is taken at a meeting to consider a question under 1.9, there must be recorded in the minutes the names of the persons who cast a vote for the decision or against the decision or who abstained from voting.

GREATER MANCHESTER FIRE AND RESCUE SERVICE (GMFRS) REVENUE AND CAPITAL BUDGET 2020/21

1. INTRODUCTION

- 1.1 The Provisional Local Government Settlement was announced on 20 December 2019. The Settlement represents a one-year settlement, with allocations based on the Spending Review 2019 (SR2019); no further details were provided beyond 2020/21. Following the expected Comprehensive Spending Review in 2020 (CSR2020), it is anticipated that multi-year settlements will resume.
- 1.2 Further funding is received from the Home Office covering Pensions related costs and Department-specific Fire and Rescue programmes including National Resilience, which support fire and rescue authorities in delivering a sustained, effective response to major incidents, emergencies and disruptive challenges. These include grants for Firelink and New Dimensions. The funding allocations for 2020/21 have not yet been announced.
- 1.3 This report updates on the Revenue Budget position for the 2020/21 Fire and Rescue Service, based on the 2019/20 baseline updated for pay and price inflation, known cost pressures and agreed savings as set out in the following paragraphs.

Medium Term Financial Plan	Original 2019/20 £m	Forecast 2019/20 £m	2020/21 £m	2021/22 £m
Fire Service	99.772	99.772	103.570	109.514
Pay and price inflation	6.969	7.815	2.609	5.360
Savings	(1.978)	(2.908)	(0.029)	(2.921)
Cost pressures and variations	(1.432)	(1.109)	3.363	(2.058)
Cost of service	103.331	103.570	109.514	109.895
Capital Financing Charges	7.207	6.291	5.888	2.757
Use of Capital Reserves	(5.666)	(4.750)	(4.201)	-
Net Service Budget	104.872	105.111	111.201	112.652
Funded by:	2019/20	2019/20	2020/21	2021/22
Localised Business Rates	10.311	10.311	10.614	10.614
Baseline funding	39.600	39.600	40.250	40.250
Section 31 - Business rates related	1.366	2.062	2.062	2.062
Section 31 - Pension related	4.803	5.605	5.605	-
Precept income (at £59.95 Band D)	44.975	44.975	50.494	51.251
Collection Fund surplus/deficit	0.288	0.288	0.220	-
	101.343	102.841	109.245	104.117
Shortfall	3.529	2.271	1.956	8.475
Funded by:				
Earmarked Reserves	-	0.600	1.956	-
General Reserves/Precept Increase	3.529	1.671	-	8.475
	3.529	2.271	1.956	8.254

2. PROGRAMME FOR CHANGE

- 2.1 The GMFRS Programme for Change has undertaken a whole service review and developed a proposed operating model for GMFRS. Programme for Change outlines a range of options to deliver savings for GMFRS, alongside investment required to deliver transformational change. The outcomes from Programme for Change will affect the GMFRS Revenue Budget for 2020/21 and onwards.
- 2.2 Following consultation, a key decision was made on Programme for Change and the agreed efficiency targets have been included within the Medium Term Financial Plan. In light of the Phase 1 report into the Grenfell Tower Fire Public Inquiry and The Cube fire at Bolton, further deferral of a number of the operational changes detailed in the Outline Business Case is proposed. The financial implications are included in this report and mean a potential increase in the Fire and Rescue Service element of the Mayoral Precept of £6.25 taking it to £66.20 per annum at Band D.

3. PAY RELATED

- 3.1 Pay award at 3% for all staff groups has been included for all staff groups.
- 3.2 For uniformed staff a part settlement of their pay award has been made of 2%, backdated to July 2019. In 2017/18 a part payment of 1% was made, and in 2018/19 2% was made; the final pay award over this period is not yet settled. Therefore, there remains a risk that a further backdated pay awards will be agreed for these years.
- 3.3 The Fire Brigade's Union have made a claim for 17%, which is currently with the National Employer for consideration. Anything above 3% represents additional pressure of the GMFRS Revenue Budget.

4. PENSIONS RELATED

- 4.1 Changes by the Treasury concerning the discount rate for unfunded public sector pension schemes, have had the effect of increasing employers' contributions from 17.6% to 30.2%, equating to £115 million for English Fire and Rescue Authorities (FRAs).
- 4.2 For 2019/20, the Home Office confirmed a Section 31 grant of £5.605million, towards estimated costs for GMFRS of £6.1million. Payment of this grant in 2020/21 has not yet been confirmed by the Home Office. Informal indications suggest that the grant will be paid on a flat cash basis for 2020/21.

4.3 Beyond 2020/21 continuation of grant support for pension costs will be considered by Government as part of the Comprehensive Spending Review (CSR2020), for budget modelling it is assumed that it is not received.

5. SAVINGS

5.1 The GMFRS Programme for Change has undertaken a whole service review and developed a proposed operating model for GMFRS. Programme for Change outlines a range of options to deliver savings for GMFRS, alongside investment required to deliver transformational change. The outcomes from Programme for Change will affect the GMFRS Revenue Budget for 2020/21 and onwards.

5.2 Following consultation, a key decision was made on Programme for Change and the agreed efficiency targets have been included within the Medium Term Financial Plan:

- a. Retain crewing levels and maintain firefighter numbers at or above May 2017 levels for the financial year 2019/20;
- b. Retain an additional 11 specialist prevention staff to support complex cases and address safeguarding concerns;
- c. Allow more time for the transition of prevention activity to ensure firefighters are adequately trained and equipped;
- d. Develop alternative delivery models for volunteering and cadets;
- e. Retain Prince's Trust, reducing the number of teams from seven to five, whilst allowing more time to develop future options;
- f. Develop an improved delivery model for Protection including continued efforts on High Rise, Grenfell implications and improving fire safety within the Private Rented Sector.
- g. Undertake a limited restructure of administration activity initially, allowing more time for the development of a centrally managed delivery model.

5.3 In light of the Phase 1 report into the Grenfell Tower Inquiry and The Cube fire at Bolton, the Mayor is seeking to further defer a number of the operational changes detailed in the Outline Business Case, as follows:

- Maintaining the current pump numbers at 50 from April 2020
- Delay the proposed change to crewing levels of 4 4:4 for the next financial year, therefore maintaining current crewing arrangements of 5 4:4

5.4 All other elements of the Programme for Change will continue to be implemented as agreed in the Decision Notice.

5.5 The Programme for Change Outline Business Case set out proposed savings of £11.699m. Following consultation, the Medium Term Financial Plan incorporates £6.586m of these savings over 4 years. Other non-pay related savings are also illustrated to match to the MFTP.

Area / Year	2019/20	2020/21	2021/22	2022/23	Total
	£'m	£'m	£'m	£'m	£'m
Role of the Firefighter	-	-	1.458	1.791	3.249
Prevention (Place Based)	0.242	-	1.463	-	1.705
Protection	0.326	0.326	-	-	0.652
Enabling Services	0.362	0.618	-	-	0.980
Total	0.930	0.944	2.921	1.791	6.586
Other savings delivered and adjustments for non-cumulative savings	1.978	(0.915)	-	-	
MFTP savings	2.908	0.029	2.921		

5.6 The Role of the Firefighter anticipated savings are as follows:

- 2021/22 Reduce to 48 pumps £1.458million
- 2022/23 Station mergers £1.791million

6. FUNDING

6.1 The largest element of central funding for the Fire and Rescue Service, Baseline Funding, is provided by MHCLG, and details were announced as part of the Provisional Local Government Settlement on 20 December 2019.

6.2 The Settlement represents a one-year settlement, with allocations based on the Spending Review 2019 (SR2019); no further details were provided beyond 2020/21. Following the expected Comprehensive Spending Review in 2020 (CSR2020), it is anticipated that multi-year settlements will resume.

6.3 Further funding is received from the Home Office covering Pensions related costs and Department-specific Fire and Rescue programmes including National Resilience, which support fire and rescue authorities in delivering a sustained, effective response to major incidents, emergencies and disruptive challenges. These include grants for Firelink and New Dimensions. The funding allocations for 2020/21 have not yet been announced.

6.4 The Local Government Settlement 2017/18 included the introduction of the 100% retention of Business Rates for pilot authorities, including Greater Manchester. The pilot authorities each retain 100% of locally raised Business Rates, of which the local authorities retain 99% and 1% is retained by the GMCA in respect of GMFRS.

6.5 No changes have been made to the budget for the income anticipated from Section 31 grants for Small Business Rates Relief and Multiplier.

7. COUNCIL TAX

7.1 The budget includes increases in the tax base. The tax base is used in the calculation of how much money GMFRS will receive from the precept levied. Each Council is required by regulations published under the Local Government Finance Act 1992 to calculate a Council Tax Base. There has been an increase in the tax base of 12,544 which results in additional funding of £0.752 million.

7.2 The report also proposes an increase for the Fire element of the Mayoral General precept. This is in light of the Phase 1 report into the Grenfell Tower Inquiry and The Cube fire at Bolton. The Mayor is seeking to further defer a number of the operational changes detailed in the Outline Business Case, meaning a potential increase in the Fire and Rescue Service element of the Mayoral Precept of £6.25 taking it to £66.20 per annum at Band D.

8. BUDGET RISKS

8.1 Comprehensive Spending Review – 2019/20 is the final year of the four-year settlement and there will need to be some form of review to inform future funding settlements. A one year Settlement has been announced for 2020/21 with an anticipated CSR2020 for funding beyond that.

8.2 Unresolved pay claims for firefighters (up to 17%) and Local Government Employees (up to 10%)

8.3 Pension costs associated with the judgements in the case of McCloud/Sargent.

8.4 Delivery of savings from Programme for Change.

8.5 Emergency Services Mobile Communications Project (ESMCP) – a national project to procure and replace the Emergency Services Network.

8.6 Any changes required following the Manchester Arena Public Inquiry, Grenfell Inquiry and Hackett Review – an independent Review of Building Regulations and Fire Safety following the Grenfell Fire.

8.7 Any Business Continuity Arrangements that require funding which are not part of the Base Budget.

8.8 As no capital grants are available to FRAs, future schemes in our Capital Programme will be funded by a combination of revenue underspends and borrowing. The costs associated with additional borrowing will have to be met from the Revenue Budget.

8.9 Delivery of sufficient savings to meet the requirements of the Medium Term Financial Strategy, and dependent on availability resources to deliver a change programme of this scale.

9. RESERVES

9.1 The level of balances held is a key part of a sustainable medium term financial strategy and there is an ongoing assessment of risk, as set out above. The table below sets out the reserves and balances to 2022. The use of reserves supports the budget in the short term; however, this is not sustainable as illustrated below.

Reserves	Actual Balance as at 31-Mar-19	Forecast Reserve Balances 31/03/2020	Forecast Reserve Balances 31/03/2021	Forecast Reserve Balances 31/03/2022
	£000	£000	£000	£000
General Balances	11,664	9,993	10,553	2,299
Transformation	3,604	3,604	3,604	3,604
Capital Reserve	8,951	4,201	-	-
Partnership/CYP reserve	127	-	-	-
Insurance & Risk Management Reserve	2,849	2,849	2,849	2,849
Earmarked Reserve	1,959	1,904	1,344	1,344
Restructuring	418	-	-	-
Unspent Grants Reserve	1,057	1,057	1,057	1,057
Business Rates Reserve	2,123	2,123	167	167
TOTALS	32,752	25,732	19,575	11,321
Mayoral Transformation	3,604	3,604	3,604	3,604
Capital	8,951	4,201	-	-
Revenue	20,197	17,927	15,971	7,717

10. CAPITAL PROGRAMME

10.1 GMFRS have reviewed capital investment requirements for the Fire Estates, Fire ICT schemes and Operational Vehicles and Equipment, and following decisions in relation to Programme for Change, the proposed Capital Programme requirements are set out below.

10.2 The Capital Programme is funded from the Capital Reserve until it is fully utilised (2020/21), after which it will require funding from borrowing which has revenue implications, in terms of Minimum Revenue Provision (MRP) charges and interest, as set out below.

Revised Capital Programme	2019/20	2020/21	2021/22	2022/23	2023/24	Future Years	Total
	£000	£000	£000	£000	£000	£000	£000
Estates	1,699	5,399	7,029	3,910	310	1,240	19,587
ICT	373	4,722	1,340	150	150	600	7,334
Vehicles & Equipment	2,767	5,718	2,770	4,326	2,700	10,872	29,154
Total Capital Expenditure	4,840	15,839	11,139	8,386	3,160	12,712	56,076
Funded by:							
RCCO (NWAS)	90	90	90	90	90	360	810
Capital Receipts (Station Mergers)	-	-	-	-	3,070	8,505	11,575
Capital Fund	4,750	4,201	-	-	-	-	8,951
Borrowing	-	11,548	11,049	8,296	-	3,847	34,740
Total Funding for Capital	4,840	15,839	11,139	8,386	3,160	12,712	56,076

11. FIREFIGHTER'S PENSION ACCOUNT

11.1 For information, the table below gives details of the movements and position on the Pension Account for 2020/21. This is consistent with the pension estimate submitted to the Home Office in September 2019, which forms part of their annual national pension forecasting exercise and is the basis of the top up grant calculation.

Summary of Firefighters' Pension Account 2020/21

Expenditure Head	Original Estimate £000	Original Estimate £000	Variation £000
Pensions Outgoings	54,230	54,737	507
Other Pension Costs	-	-	-
Employer's Contributions	(6,430)	(12,652)	(6,222)
Pension Receipts	(5,330)	(5,404)	(74)
Ill Health contributions from revenue budget	(404)	(438)	(34)
Inward transfers from other pension schemes	(250)	(203)	47
Total Net Expenditure to be met by Top up Grant	41,816	36,040	(5,776)
Top up Grant	(41,816)	(36,040)	5,776
Total Pension Account	-	-	-

CALCULATION OF AGGREGATE AMOUNTS UNDER SECTION 42A (2) AND (3) OF THE LOCAL GOVERNMENT FINANCE ACT 1992 UPDATED IN THE LOCALISM ACT 2011)

BUDGET SUMMARY 2020/21

	Gross Expenditure	Gross Income	Net Estimate
	£000	£000	£000
Fire Service Budget	112,079	2,565	109,514
Other Mayoral General Budget	127,072	17,949	109,123
Capital Financing Charges	1,687	-	1,687
Revenue Contribution to Capital Outlay	4,201	-	4,201
Contribution from balances/reserves	-	8,657	(8,657)
Budget Requirement	245,039	29,171	215,868
Localised Business Rates	-	10,614	(10,614)
Business Rate Baseline	-	40,250	(40,250)
Section 31 Grant – Business Rates	-	2,062	(2,062)
Section 31 Grant – pensions	-	5,605	(5,605)
Transport - Statutory Charge	-	86,700	(86,700)
Collection Fund surplus	-	1,265	(1,265)
Precept requirement	245,039	175,667	69,372
	Note 1	Note 2	

Note 1: this figure represents the aggregate of the amounts estimated for items set out in Section 42A (2) (a) to (d) of the Local Government Finance Act 1992.

Note 2: this figure represents the aggregate of the amounts estimated for items set out in Section 42A (3) (a) to (b) of the Local Government Finance Act 1992.

CALCULATION OF TAX BASE

The Tax Base is the aggregate of the Tax Bases calculated by the District Councils in accordance with the Local Authorities (Calculation of Council Tax Base) Regulations 1992.

<u>District</u>	<u>Council Tax Base</u>
Bolton	76,173.0
Bury	55,222.0
Manchester	118,864.6
Oldham	57,663.0
Rochdale	55,745.0
Salford	69,945.0
Stockport	96,241.2
Tameside	63,307.9
Trafford	77,386.0
Wigan	92,200.0
Total	762,747.7

AMOUNTS OF COUNCIL TAX FOR EACH BAND

	A	B	C	D	E	F	G	H
2020/21 Costs for Band (including fire)	£60.63	£70.73	£80.84	£90.95	£111.16	£131.37	£151.58	£181.90

CALCULATION OF BAND D EQUIVALENT TAX RATE

NET EXPENDITURE UNDER SN 42A (4)	£215,868,383
Funding (Including S31 grant)	£145,231,144
	<hr/>
	£70,637,239

ADJUSTED FOR SURPLUS(-) / DEFICIT ON DISTRICT COLLECTION FUNDS

BOLTON	26,362
BURY	458,765
MANCHESTER	393,017
OLDHAM	27,169
ROCHDALE	39,030
SALFORD	60,039
STOCKPORT	42,312
TAMESIDE	164,377
TRAFFORD	20,322
WIGAN	33,940
	<hr/>
	1,265,333

**NET BUDGETARY REQUIREMENT
TO BE MET BY COUNCIL TAX**

£69,371,906

**NET BUDGETARY REQUIREMENT
AGGREGATE TAX BASE**

69,371,906

762,747.7**BASIC TAX AMOUNT AT BAND 'D'****£90.95**

CALCULATION OF AMOUNTS PAYABLE BY EACH BILLING AUTHORITY (CALCULATIONS UNDER SECTION 48 (2) OF THE ACT)

District	Tax Base	Basic Amount £. p	Precept £	Surplus/ Deficit (-) £	NDR Rate Retention £	Net Payment £
Bolton	76,173.0	£90.95	6,927,935	26,362	832,729	7,787,026
Bury	55,222.0	£90.95	5,022,441	458,765	517,836	5,999,042
Manchester	118,864.6	£90.95	10,810,736	393,017	3,437,905	14,641,658
Oldham	57,663.0	£90.95	5,244,450	27,169	539,757	5,811,376
Rochdale	55,745.0	£90.95	5,070,008	39,030	639,350	5,748,388
Salford	69,945.0	£90.95	6,361,498	60,039	909,595	7,331,132
Stockport	96,241.2	£90.95	8,753,137	42,312	807,310	9,602,759
Tameside	63,307.9	£90.95	5,757,854	164,377	543,883	6,466,114
Trafford	77,386.0	£90.95	7,038,257	20,322	1,560,545	8,619,124
Wigan	92,200.0	£90.95	8,385,590	33,940	825,580	9,245,110
Total	<u>762,747.7</u>		<u>69,371,906</u>	<u>1,265,333</u>	<u>10,614,490</u>	<u>81,251,729</u>

Schedule of Precept Payment Dates 2020/21

Greater Manchester Combined Authority

Month	Precept Date	
April 2020	20/04/2020	Monday
May 2020	20/05/2019	Wednesday
June 2020	22/06/2020	Monday
July 2020	20/07/2020	Monday
August 2020	20/08/2020	Thursday
September 2020	21/09/2020	Monday
October 2020	20/10/2020	Tuesday
November 2020	20/11/2020	Friday
December 2020	21/12/2020	Monday
January 2021	20/01/2021	Wednesday
February 2021	22/02/2021	Monday
March 2021	22/03/2021	Monday

Date: 14 February 2020

Subject: GMCA Capital Programme 2019/20 – 2022/23 (Budget Paper F)

Report of: Cllr David Molineux, Portfolio Lead for Investment & Resources and
Steve Wilson, GMCA Treasurer

PURPOSE OF REPORT

To present an update in relation to the Greater Manchester Combined Authority capital expenditure programme for Transport and Economic Development and Regeneration functions.

RECOMMENDATIONS:

The GMCA is requested to:

1. Approve the revisions to the 2019/20 capital forecast as set out in Appendix A and detailed within the report;
2. Approve the capital programme budget for 2020/21 and the forward commitments as detailed in the report and in Appendix A;
3. Note that the capital programme is financed from a mixture of grants, external contributions and long term borrowings;
4. Note that provision has been made in the revenue budget for the associated financing costs of borrowing;
5. Approve expenditure of £0.80 million for the Albert Street, Hollinwood (Oldham) Growth Deal 2 Minor Works scheme, as set out in section 7 and Appendix B; and
6. Note that the capital programme will continue to be reviewed, with any new schemes which have not yet received specific approval but are included within the programme to be the subject of future reports;

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Equalities Implications: N/A

Climate Change Impact Assessment and Mitigation Measures: N/A

Risk Management – An assessment of major budget risks faced by the authority are carried out quarterly as part of the reporting process – at the present time a significant proportion of the capital budget is funded through grant. In order to mitigate the risk of monetary claw back the full programme is carefully monitored against the grant conditions and further action would be taken as necessary.

Legal Considerations – There are no specific legal implications contained within the report.

Financial Consequences – Revenue – There are no specific revenue considerations contained within the report, however, the revenue budget contains resources to meet the capital costs of the authority. Changes in the capital programme can affect the budget to meet these costs.

Financial Consequences – Capital – The report sets out the forecast expenditure for 2019/20 and future years.

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

BACKGROUND PAPERS:

Report to Greater Manchester Combined Authority: 'Capital Update 2019/20' 25 October 2019.

Report to Greater Manchester Combined Authority: 'Capital Update 2019/20' 26 July 2019.

Report to Greater Manchester Combined Authority: 'Capital Programme 2018/19 – 2021/22' 15 February 2019.

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
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?		
GM Transport Committee	Overview & Scrutiny Committee	
	11 February 2020	

1. INTRODUCTION/BACKGROUND

1.1 The Greater Manchester Combined Authority (GMCA) approved the 2019/20 Capital Programme at its meeting on 15 February 2019. The latest 2019/20 Capital reforecast was reported to and noted by the GMCA at its meeting on 25 October 2019.

1.2 GMCA's capital programme includes Economic Development and Regeneration programmes, Waste and the continuation of the programme of activity currently being delivered by Transport for Greater Manchester ("TfGM") and Local Authorities including the following elements:

- The Greater Manchester Transport Fund ('GMTF');
- Metrolink Phase 3 extensions;
- Metrolink Trafford Park Line Extension;
- Other Metrolink Schemes;
- Transport Interchanges;
- Bus Priority;
- Other capital projects and programmes including Transforming Cities, Early Measures, Cycle Safety, Smart Ticketing and Cycle City Ambition Grant (CCAG 2);
- Growth Deal Major Schemes;
- Minor Works (including schemes funded by Integrated Transport Capital Block and Growth Deal);
- Capital Highways Maintenance, Traffic Signals and Full Fibre;
- Investments including Growing Places, Regional Growth Fund and Housing Investment Fund;
- Economic Development and Regeneration Growth Deal Schemes;

1.3 The 2019/20 Capital Programme is summarised in Appendix A and the major variances are described in this report.

1.4 The capital programme over the three year period (2020-2023) as presented will require a long term borrowing requirement of £307.7 million. Provision has been made in the revenue budgets for the associated financing costs. The expenditure profiles in 2020/21 and future years will remain subject to scrutiny and possible change as part of the continuous review of the capital programme.

2 GREATER MANCHESTER TRANSPORT FUND (GMTF)

2.1 At its meeting on 12 May 2009, the AGMA Executive agreed to establish a Greater Manchester Transport Fund (GMTF), incorporating prioritised schemes based on delivering the maximum economic benefit (GVA) to Greater Manchester, consistent with positive package level social and environmental outcomes.

- 2.2 The GMTF programme is funded from a combination of grants from the Department for Transport; a 'top slice' from the Greater Manchester Integrated Transport Block (ITB) LTP funding over a period of nine years from the 2010/11; and from a combination of borrowings, to be undertaken by GMCA, and partly from local/third party contributions and local resources (including LTP and prudential borrowings).
- 2.3 The GMCA will repay the borrowings in full by 2045, in part through the application of Metrolink net revenues (being Metrolink revenues, net of operating, maintenance and other related costs); and in part by the application of the annual ring-fenced levy contributions, which will be raised by GMCA, under its levying powers; and in part from local, third party, revenue contributions.
- 2.4 The GMCA and TfGM hold certain reserves which are ring-fenced to pay for and manage the risks of delivering their ongoing capital programme. This includes the capital programme reserve which will be utilised as the financing costs (which include both the interest costs and minimum revenue provision with respect to the borrowings, which have been or will be taken out to fund the delivery of the schemes in the GMTF) increase in future years.

Metrolink Expansion Programme

- 2.5 The Metrolink Expansion Programme included:
- The Phase 3 programme;
 - The Metrolink Second City Crossing ('2CC'); and
 - SEMMMs Interface Works.
- 2.6 The current forecast expenditure for 2019/20 is £5.0 million, compared to the previous forecast of £7.7 million. The variance is due primarily to savings associated with agreeing final accounts in relation to utilities, land and property transactions.
- 2.7 The 2020/21 budgeted expenditure is £7.0 million.
- 2.8 The total forecast outturn cost is within the total approved budget.

Metrolink Renewal and Enhancement Capital Programme

- 2.9 The current forecast expenditure for 2019/20 is £2.3 million, compared to the previous forecast of £2.8 million. The variance is due to certain works being rephased into 2020/21 in order to minimise disruption to the customer.
- 2.10 The 2020/21 budgeted expenditure is £8.0 million.
- 2.11 The total forecast outturn cost is within the total approved budget

Bus Priority Programme

- 2.12 The current forecast for 2019/20 is £0.7 million, compared to the previous forecast of £0.8 million. The variance is primarily due to revised phasing.
- 2.13 The 2020/21 budgeted expenditure is £0.3 million.
- 2.14 The total forecast outturn cost is within the total approved budget.

Park and Ride

- 2.15 The current forecast expenditure for 2019/20 is £0.1 million, which is in line with the previous forecast.
- 2.16 Additional expenditure on Park and Ride is included in both the Trafford Line and the Transforming Cities Fund budgets referred to in sections 3 and 4 of this report. Overall the current 2020/21 budgeted expenditure for Park and Ride is £5.9 million.
- 2.17 The total forecast outturn cost is within the total approved budget.

Bolton Town Centre Transport Strategy (BTCTS)

- 2.18 The current forecast expenditure for 2019/20 is £0.6 million, compared to the previous forecast of nil. The variance is due to the revised phasing of risk allowances.
- 2.19 The 2020/21 budgeted expenditure is nil.
- 2.20 The total forecast outturn cost is within the total approved budget.

A6 to Manchester Airport Relief Road

- 2.21 The SEMMMS A6 to Manchester Airport Relief Road (A6MARR) is part of a package of measures, originally proposed as part of the South East Manchester Multi-model Strategy, which offers significant congestion relief benefits to the south of the conurbation and around the Airport and the Airport City Local Enterprise Zone (LEZ).
- 2.22 Stockport MBC is responsible for the delivery of the A6MARR, which will result in the expenditure largely comprising grant payments to Stockport MBC.
- 2.23 The current forecast expenditure for 2019/20 is £5.8 million compared to the previous forecast of £8.7 million. The variance is due to savings associated with agreeing final accounts in relation to utilities and phasing of land acquisition costs from 2019/20 to future years.
- 2.24 The 2020/21 budgeted expenditure is £3.9 million.

2.25 The total forecast outturn cost is within the total approved budget.

Stockport Town Centre Access Plan

2.26 Stockport MBC is responsible for the delivery of Stockport Town Centre Access Plan, a DfT Growth Deal Major retained scheme.

2.27 The current forecast expenditure for 2019/20 is £8.3 million, which is in line with the previous forecast.

2.28 The 2020/21 budgeted expenditure is £2.3 million.

3 METROLINK TRAFFORD PARK LINE EXTENSION

3.1 The Metrolink Trafford Park Line Extension will extend Metrolink as far as the Intu Trafford Centre.

3.2 The current forecast expenditure for 2019/20 is £80.8 million, compared to the previous forecast of £63.9 million. This £16.9 million variance is primarily due to the early completion of civil engineering works associated with the scheme which will enable services to start operating in April 2020, subject to final testing and commissioning.

3.3 The 2020/21 budgeted expenditure is £6.2 million.

3.4 Total forecast outturn cost is within the total approved budget.

4 TRANSFORMING CITIES FUND (TCF)

4.1 This programme includes:

- Metrolink Additional Capacity; and
- Cycling and Walking Mayoral Challenge Fund (MCF)

4.2 The Metrolink Additional Capacity programme includes the purchase of 27 additional trams and additional supporting infrastructure. The current forecast expenditure in 2019/20 for the Metrolink Additional Capacity programme is £23.1 million compared to the previous forecast of £30.7 million. The £7.6 million variance is due primarily to a reassessment of the financial liabilities and the spend profile between now and the end of the current financial year, based on the revised delivery schedule.

4.3 The 2020/21 budgeted expenditure is £30.1 million.

4.4 Total forecast outturn cost is within the total approved budget.

- 4.5 The Cycling and Walking Challenge Fund 2019/20 current forecast spend is £5.7 million, compared to a previous forecast of £1.4 million. The £4.3 million variance is due to increased Local Authority activity within the programme which includes achievement of Programme Entry status for 82 schemes, approval of development costs, public consultation, on-site works and successful business case submissions.
- 4.6 The 2020/21 budgeted expenditure is £26.7 million.
- 4.7 Total forecast outturn cost is within the total approved budget.

5 OTHER CAPITAL SCHEMES & PROGRAMMES

- 5.1 The other capital projects include:
- Smart Ticketing;
 - Cycle City Ambition Grant 2 (CCAG2);
 - Joint Air Quality Unit (JAQU) Early Measures; and
 - Clean Bus Initiatives.
- 5.2 The current forecast expenditure on Smart Ticketing for 2019/20 is £1.2 million, which is in line with the previous forecast.
- 5.3 The 2020/21 budgeted capital expenditure is currently nil. There is however a recommendation, in the GMCA Transport Revenue Budget report, to draw down £1.5 million from the Integrated Ticketing Reserve to develop further ticketing initiatives.
- 5.4 The current forecast for CCAG 2 for 2019/20 is £2.5 million, which is in line with the previous forecast.
- 5.5 The 2020/21 budgeted CCAG2 expenditure is £2.3 million.
- 5.6 Joint Air Quality Unit (JAQU) Early Measures Investment Funding (EMIF) 2019/20 current forecast expenditure is £0.8 million compared to £1.6m forecast previously. This variance is due to the finalisation of procurement, extending the implementation phase beyond the end of the 2019/20 year. The contract has now been signed.
- 5.7 The 2020/21 budgeted expenditure for JAQU EMIF is £1.3 million.
- 5.8 The Clean Bus Technology Fund 2019/20 current forecast is £2.4 million, compared to £6.0 million forecast previously. This variance is due to the phasing of the finalisation of the funding agreements with third parties. The remaining funding is due to be spent during the 20/21 financial year.
- 5.9 The 2020/21 budgeted expenditure for Clean Bus Technology Fund is £3.6 million.
- 5.10 The total forecast outturn cost is within the total approved budget for these programmes.

6 GROWTH DEAL MAJORS SCHEMES

- 6.1 Detailed recommendations appear at the front of this report. The Growth Deal 1 (GD1) Majors programme consists of 11 devolved major schemes that are being delivered by TfGM and the Local Authorities. The current forecast expenditure for 2019/20 is £36.5 million, compared to the previous forecast of £37.8 million. The variance is primarily due to a rephasing of expenditure within the Metrolink Improvement Package and Wigan A49 and 58 schemes expenditure, into 2020/21.
- 6.2 The Growth Deal 3 (GD3) transport programme includes a combination of both major and minor schemes. The current forecast expenditure for 2019/20 is £9.1 million, compared to the previous forecast of £10.6 million. The variance is due to expenditure being re-phased as scheme promoters review deliverables, interfaces and milestones as part of scheme business case submissions.
- 6.3 The 2020/21 budgeted expenditure for GD1 is £31.8 million and for GD3 is £19.4 million.
- 6.4 Total forecast outturn cost is within the total approved budget.

7 MINOR WORKS

- 7.1 The Minor Works Programme is a combination of schemes being delivered by the Local Authorities and TfGM. The forecast for the Local Authority Schemes has been provided by each Authority.
- 7.2 The programme consists of schemes funded from a combination of Integrated Transport Block (ITB), Growth and Reform 1 (GD1) and Growth and Reform 2 (GD2).
- 7.3 The current forecast expenditure for 2019/20 is £11.0 million, compared to the previous forecast of £9.1 million. The majority of the variance relates to re-phasing of construction works into the current year.
- 7.4 The 2020/21 budgeted expenditure is £7.8 million.
- 7.5 Total forecast outturn cost is within the total approved budget.
- 7.6 Expenditure approval is requested for the GD2 Albert Street, Hollinwood Junction (Oldham) scheme (£0.8 million), following approval of the Mini-Business case by the GM Transport Strategy Group. Further detail is set out in Appendix B.

8 GMCA CONTROLLED TRANSPORT SCHEMES

Traffic Signals

- 8.1 The current forecast is in line with the budget of £2.5 million. All traffic signals are externally funded and the annual amount will fluctuate year on year dependant on the level of new

installations and developments. Future year's forecasts are expected to stay within the £2.5 million range.

Full Fibre

- 8.2 Following the award of £21.3 million from Department of Digital, Culture, Media and Sport (DDCMS) funding to undertake installation of a full fibre network within Greater Manchester. The full cost is anticipated to be £24.684 million, with £3.5 million anticipated spend within 2019/20 and the remaining £21.184 million expected to be spent in 2020/21.
- 8.3 In addition to the grant it is proposed that £3.384 million will be funded from long term borrowings in 2020/21 for the Urban Traffic Management Control element of the programme.

Capital Highways Maintenance

- 8.4 The current forecast is in line with the budget of £36.2 million (including pot-hole funding and National productivity fund allocations).
- 8.5 Included within the Single Pot is the Highways Maintenance allocations previously paid as a ring-fenced Department of Transport grant. The 2020/21 forecast is estimated to be £27.9 million. It is proposed that the allocation be split across each district as detailed below:

	Highways Maintenance	Incentive Element	Total
	£	£	£
Bolton	2,535,124	512,000	3,047,124
Bury	1,690,990	342,000	2,032,990
Manchester	3,155,290	637,000	3,792,290
Oldham	2,034,818	411,000	2,445,818
Rochdale	2,028,688	410,000	2,438,688
Salford	2,084,750	421,000	2,505,750
Stockport	2,637,452	533,000	3,170,452
Tameside	1,926,724	389,000	2,315,724
Trafford	1,930,886	390,000	2,320,886
Wigan	3,188,280	644,000	3,832,280
Total	23,213,000	4,689,000	27,902,000

- 8.6 The allocations above are in line with the previously advised allocations provided by DfT. It should be noted that, as this funding is now fully devolved to GMCA, a review of the Highways Capital allocations is planned for 2020/21, which may impact on allocations from 2021/22 onwards.

9 ECONOMIC DEVELOPMENT AND REGENERATION FUNCTIONS

Recycled RGF / GPF

- 9.1 Both the Regional Growth Fund and Growing Places Fund's loans are now being repaid, with the strategy being that a perpetual fund is created to support businesses and enable growth. For 2019/20 it is estimated that £8 million will be defrayed.
- 9.2 Between 2020/21 and 2022/23 it is currently forecast that £15 million will be recycled back out to businesses. It should be noted that the forecast will be subject to change once specific loans are approved and the timing of payments confirmed.

Empty Homes Programme

- 9.3 Following a bid to the Homes and Communities Agency, up to £3.5 million was available between 2015 and 2018 to deliver 232 units. Whilst the programme did complete within 2018/19, final claims are being processed with £0.6 million anticipated to be drawn down.
- 9.4 The budget will be adjusted to reflect the final grant allocations from the Homes and Community Agency.

Housing Investment Fund

- 9.5 The Greater Manchester Housing Fund has been designed to accelerate and unlock housing schemes. It will help build the new homes to support the growth ambitions across Greater Manchester.
- 9.6 To facilitate this DCLG have provided a £300 million loan to provide the up-front funding.
- 9.7 Forecasts drawdowns for 2019/20 currently stand at £113.5 million, however it should be noted that the forecast will be subject to change once specific loans are approved and the timing of payments confirmed.
- 9.8 Forecasts for 2020/21 – 2021/21 currently stand at £118.8 million.

Growth Deal – Economic Development and Regeneration Projects

Skills Capital (Round One)

- 9.9 The Skills Capital (Round One) allocation is to be used supporting colleges and adult education facilities invest in capital infrastructure. There are currently six approved schemes being delivered or have now completed. The forecast for 2019/20 is £1.5 million as per the previous forecast and will bring this element of the programme to a close.

Skills Capital (Round Two and Three)

- 9.10 £63 million has been allocated to Skills Capital under rounds 2 and 3 of the Growth Deal. It is proposed that the allocation will deliver four strands of investment as follows;
- Large Redevelopment of Further Education
 - Priority Sectors
 - Smaller Investment Projects
 - Digital Skills
- 9.11 The forecast for 2019/20 is currently £7.8 million compared to the previous forecast of £23.2 million. The variance is primarily due to drawdowns being confirmed following full approval of schemes.
- 9.12 Forecast spend for 2020/21 currently stands at £30 million.

Life Sciences

- 9.13 The GM&C Life Sciences Fund is a seed and early stage venture capital fund targeting life sciences businesses located in the Greater Manchester and Cheshire & Warrington region. The forecast for 2019/20 is £1.5 million compared to the previous forecast of £2.6 million. The variance is primarily due to drawdowns being confirmed following full approval of loans and investments.
- 9.14 Forecast spend for 2020/21 currently stands at £1.5 million.

International Screen School Manchester

- 9.15 This project by Manchester Metropolitan University provides a new £35 million facility on the Oxford Road campus and aims to be operational by mid-2021. The forecast spend for 2019/20 is £2.2 million compared with the previous forecast of £2.78 million. The variance is due primarily to rephrasing of the forecast cashflow following submission of more detailed cost plans.
- 9.16 Forecast spend for 2020/21 currently stands at £9.5 million.

Pankhurst

- 9.17 The LEP Board have approved a full business case for £5m of Local Growth Fund (LGF) investment in the University of Manchester to support the establishment of the Christabel Pankhurst Institute for Research in Health, Technology and Innovation ('the Pankhurst Institute'). This £5m of LGF investment will be matched by £7.2m of additional capital investment. £13.4m of revenue match will also be provided, resulting in a total project value of over £25m. The Pankhurst Institute will be a new Institute which will exploit the University of Manchester's strengths in advanced materials, digital technology and precision medicine

to drive health benefit, business growth, productivity-gain and employment in Greater Manchester (GM), filling a critical gap in the GM health innovation ecosystem. The Pankhurst Institute will create a complete and robust translational pathway. Research and early translation activities of the Institute will be located in a refurbished and extended building on the University campus (the NatWest building), and later-stage translational and business engagement activities will be located in the CityLabs 4.0 development.

- 9.18 The forecast for 2019/20 is nil compared with the previous forecast of £0.5 million. The variance is due primarily to rephrasing of the forecast cashflow following submission of more detailed cost plans.
- 9.19 Forecast spend for 2020/21 currently stands at £3 million.

Cyber Innovation Hub

- 9.20 This project proposes to fit out and purchase IT equipment for the hub with Manchester City Council as the delivery partner. The forecast spend for 2019/20 is currently nil as per the previous forecast, with the £5 million spend anticipated over the next two years, however this could change once timescales for full approval are confirmed.

Investment Fund Loans

- 9.21 Following approval at the July GMCA, a number of Investment Fund loans totaling £18 million have now been included as part of the Local Growth Fund (LGF). The current forecast is £9.3 million compared with the previous forecast of £15.3 million due to expected drawdowns being confirmed for the year.
- 9.22 Forecast spend for 2020/21 currently stands at £7.8 million.

LGBT+ Centre

- 9.23 The Proud Trust provides services to LGBT+ young people across Greater Manchester and the North West of England from its hub at the LGBT+ Centre, located on Sidney Street in central Manchester. The Centre was established in 1988, in co-operation with Manchester City Council, and was the first fully publicly funded 'LGBT centre' in Europe. The Centre is currently in a state of disrepair and lacks the space to accommodate the numbers of young people the Proud Trust wish to work with, or act as a true community hub.
- 9.24 The current forecast is £0.1 million compared with £0.45 million. The variance is due primarily to rephrasing of the forecast cashflow following submission of more detailed cost plans.

10 WASTE

- 10.1 The capital programme for the Waste function has been separately reported within the Waste Budget & Levy Medium Term Financial Plan 2023/24.

11 GM FIRE AND RESCUE

11.1 The capital programme for the GM Fire and Rescue function has been separately reported within the Mayoral General Budget and Precept Proposals.

12. FUNDING REQUIREMENTS

12.1 The capital programme over the next three years, results in a borrowing requirement of £307.7 million. Provision has been made in the revenue budget for the associated financing costs.

12.2 The estimated funding profile for the forecast spend in financial year 2020/21 is as follows:

	£m
Borrowing	43.159
Integrated Transport Block	15.675
Cycle City Ambition Grant	2.334
Clean Bus Fund	3.590
Joint Air Quality Unit - Early Measures	1.267
Revenue Contributions	27.540
Transforming Cities Grant	56.860
Stockport Town Centre Access	2.305
Growth Deal	77.609
Earn-back Capital Grant	5.538
DCMS Full Fibre Grant	17.800
Capital Receipts (RGF / GPF)	5.000
Capital Receipts (HIF)	90.729
Other	2.500
Total	351.906

13. RECOMMENDATIONS

13.1 Approval of the recommendations contained at the front of this report will authorise the capital programme detailed in Appendix A.

	Previous Forecast 2019/20 £'000	Current Forecast 2019/20 £'000	Variance 2019/20 £'000	2020/21 Forecast £'000	2021/22 Forecast £'000	2022/23 Forecast £'000	Future years forecast £'000
Greater Manchester Transport Fund	11,413	8,546	(2,867)	15,406	79,865	35,385	353,000
Road Schemes (Stockport)							
Stockport Town Centre Access Plan (DfT retained scheme)	8,325	8,325	-	2,305	-	-	-
A6 MARR / SEMMMS	8,673	5,768	(2,905)	3,927	5,950	3,093	15,560
Stockport Council Schemes total	16,998	14,093	(2,905)	6,232	5,950	3,093	15,560
Other Metrolink Schemes							
Trafford Extension	63,935	80,776	16,841	6,180	6,830	11,507	-
Other Metrolink Schemes total	63,935	80,776	16,841	6,180	6,830	11,507	-
Other Capital Schemes							
Wythenshawe Interchange	-	-	-	-	42	-	-
Other Capital Schemes	1,248	1,222	(26)	-	17	-	-
CCAG 2	2,459	2,519	60	2,334	2,000	1,700	-
TCF - Mayors Challenge Fund	1,375	5,677	4,302	26,730	67,286	53,937	-
TCF - Metrolink Capacity Improvement Programme	30,667	23,084	(7,583)	30,130	21,203	2,610	-
Cycle Safety	-	-	-	-	1,465	-	-
Clean Bus Fund	5,981	2,393	(3,588)	3,590	-	-	-
Early Measures	1,576	790	(786)	1,267	-	-	-
Other Capital Schemes total	43,306	35,685	(7,621)	64,051	92,013	58,247	-
Growth Deal Majors							
TfGM Majors	18,518	18,040	(478)	18,613	50,711	44,528	-
Local Authorities Majors	19,247	18,446	(801)	13,222	1,305	-	-
Growth Deal 3 TfGM schemes	3,438	3,202	(236)	4,011	1,265	-	-
Growth Deal 3 Local Authorities	7,157	5,931	(1,226)	15,398	10,930	-	-
Growth Deal total	48,360	45,619	(2,741)	51,244	64,211	44,528	-
Minor Works							
ITB Local Authorities	674	608	(66)	941	500	-	-
Growth Deal 1 Local Authorities	796	589	(207)	1,424	914	-	-
Growth Deal 2 Local Authorities	4,821	6,333	1,512	4,473	4,918	-	-
Growth Deal 2 TfGM Schemes	2,814	3,427	613	953	876	-	-
Minor Works total	9,105	10,957	1,852	7,791	7,208	-	-
Traffic Signals (Externally Funded)	2,500	2,500	-	2,500	2,500	2,500	-
Full Fibre Network	7,100	3,500	(3,600)	21,184	-	-	-
Highways Capital Maintenance	36,224	36,224	-	27,202	27,202	27,202	-
Total Capital - Transport	238,941	237,900	(1,041)	201,790	285,778	182,462	368,560
Recycled GF / RGF Capital Receipts	4,000	8,000	4,000	5,000	5,000	5,000	-
Empty Homes Programme	600	600	-	-	-	-	-
Housing Investment Fund	117,990	113,498	(4,492)	90,729	28,032	-	-
Growth Deal - Skills Capital	1,530	1,530	-	-	-	-	-
Growth Deal - Skills Capital Round 2 & 3	23,200	7,800	(15,400)	30,000	15,340	-	-
Growth Deal - Life Sciences Fund	2,600	1,500	(1,100)	1,500	600	-	-
Growth Deal - International Screen School Manchester	2,780	2,177	(603)	9,533	1,910	1,380	-
Growth Deal - Pankhurst	500	-	(500)	3,000	2,000	-	-
Growth Deal - Cyber Innovation Hub	-	-	-	2,200	2,800	-	-
Growth Deal - Investment Fund Loans	15,300	9,284	(6,016)	7,816	1,000	-	-
LGBT Centre	450	112	(338)	338	-	-	-
Total Capital - Economic Development & Regeneration	168,950	144,501	(24,449)	150,116	56,682	6,380	-
Total Capital	407,891	382,401	(25,490)	351,906	342,460	188,842	368,560

GROWTH DEAL MINOR WORKS APPROVALS

The governance arrangements for the Growth Deal Minor Works initiatives provide for the submission of Mini Business Cases; with approval oversight of these Mini Business Cases resting with the GM Transport Strategy Group (TSG) of senior transport officers, with approval for expenditure being sought from GMCA for all schemes with a forecast cost over £0.5 million. The Minor Works scheme over £0.5 million requiring expenditure approval is shown in the table below:

Scheme Promoter	Scheme	Growth Deal funding £'000
Oldham	GD2 Albert Street, Hollinwood Junction	800

Albert Street, Hollinwood Junction (£0.8 million)

The future prosperity of Oldham has a deliberate and clear focus on economic growth and job creation. This is centred on key sites across the borough which includes the Hollinwood Junction site and the Albert Street plot within it. Hollinwood Junction is identified as a Strategic Site for employment and growth in Greater Manchester (Greater Manchester Strategy 2013-2020 Stronger Together).

Hollinwood Junction lies one and a half miles to the south west of Oldham Town Centre on the A62 Oldham Road, the main route into Manchester, at its junction with the M60 (Junction 22) and is highly accessible by various modes. The development of the 12 hectare brownfield site has been master planned and is a strategic priority for Oldham Council given that it offers the opportunity to create a regionally important employment destination at a key gateway into the Oldham borough using brownfield land in Council ownership.

The scheme will address the two key issues which are impeding progress in developing the site by removing a redundant gas holder and infilling the void in the ground that will be left following its' removal and constructing the access into the development site to link it to the existing highway network.

This will deliver direct benefits by:

- Upgrading the existing network, which will make it safer and more accessible for non-motorised and vulnerable road users;
- Improving connectivity for pedestrians and cyclists and linking to new CCAG1 facilities; and
- Bringing 6.3 hectares of brownfield land forward for development.

The scheme is rated high value for money with a Benefit Cost Ratio (BCR) of 2.86.

Greater Manchester Transport Committee

Date: 13 March 2020

Subject: TravelSafe: 2019 End of Year Review / Outcomes

Report of: Bob Morris, Chief Operating Officer, TfGM

PURPOSE OF REPORT

This report provides an overview of the work and achievements of the TravelSafe Partnership during 2019 and an update on the outcomes and successes of the new GMP Transport Unit.

RECOMMENDATIONS:

Members are asked to note the contents of the report.

CONTACT OFFICERS:

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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:

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?	N/A
GMTC	Overview & Scrutiny Committee
N/A	N/A

1 OVERVIEW

- 1.1 The TravelSafe Partnership (TSP) was established in 2015 as a three-year pilot. It was subsequently reviewed and repositioned in 2018. The Partnership is led jointly by Transport for Greater Manchester (TfGM) and Greater Manchester Police (GMP.)
- 1.2 The TSP is supported by a number of partners across the strategic and tactical tiers and at the operational level as follows:
- KeolisAmey Metrolink (KAM) support the Partnership through deployment of 117 Customer Safety Representatives (CSRs) and 20 TravelSafe Officers (TSOs). They also release a member of staff as an Employer Supported Special Constable with the GMP Transport Unit.
 - Stagecoach provide support to Partnership Days of Action through their team of 31 Revenue Inspectors and also release six members of staff to perform Employer Supported Special Constable duties with the GMP Transport Unit.
 - First Manchester provide a financial contribution to the Partnership.
 - British Transport Police (BTP) officers work with the TSP on joint deployments and also share their intelligence, tactics and capabilities (e.g. knife arches and behavioural detection officers.)
- 1.3 The Partnership is also supported by the Greater Manchester Combined Authority (GMCA) and reports through the Police and Crime Steering Group and under the GM Standing Together Plan.
- 1.4 The Partnership works to three, broad strategic aims to support a safe and secure Transport Network. These are to:
- Improve the perception of safety and security across public transport, offering reassurance to passengers;
 - Manage instances of crime and anti-social behaviour (ASB) occurring on the transport network; and
 - Discourage fare evasion.
- 1.5 The Partnership uses a data driven approach to identify Partnership priorities and design problem-solving solutions to help resolve issues. This may involve a blend of initiatives to help resolve and tackle underlying causes such as increased patrols, educational inputs or measures such as vegetation removal to deter anti-social activity.
- 1.6 The Partnership approach involves working closely with agencies from across the Greater Manchester family such as GMP divisions and Community Safety and Youth Engagement Teams from local authorities.

1.7 This end of year report provides a summary of the performance of the TravelSafe Partnership during 2019, as well as outcomes following the introduction of Greater Manchester Police's Transport Unit in November 2019.

2 2019 HEADLINES

2.1 Throughout 2019 the Partnership has continued to work together to proactively address issues of crime and anti-social behaviour on the public transport network, recognising the challenges of wider societal influences and the need to work with a range of partners to ensure transport related issues are addressed.

2.2 Following the establishment of the TravelSafe consolidated dataset¹, we are now able to make year-on-year comparisons on the impact of the Partnership. The overall outcomes for 2019 are summarised below.

2.3 The Partnership have also developed a key performance indicator (KPI) to measure the number of reported incidents of Crime and ASB on the public transport network per million passenger journeys. This measure shows:

- 18 incidents per million trips on Bus during 2019 (down from 22 in 2018)
- 60 incidents per million trips on Metrolink during 2019 (down from 70 during 2018)
- The average for Bus and Metrolink combined was 26 (down from 31 during 2018)

Bus

2.4 Incidents of crime and antisocial behaviour reported on Bus² have reduced by 22% in 2019 compared to 2018. The data indicates that this is driven by a reduction in incidents reported at bus stations and interchanges which are down by 29%, with incidents on the bus or at bus stops down by 18%.

2.5 The data also suggests that 2019 has seen a reduction in the number of incidents occurring on Bus during weekends between the hours 1700-2100.

¹ The TravelSafe consolidated dataset brings together incidents reported through: KeolisAmey Metrolink, TfGM's TravelSafe Incident Reporting System (TSI which is used by TfGM Staff and Bus Operators) as well as incidents reported directly to GMP (the data is cleansed, and duplicates are removed).

² 'Bus' includes incidents reported across the Bus network, Bus Stops and also Bus Interchanges and Stations.

Metrolink

- 2.6 There has been an overall 9% reduction in reported incidents of crime and antisocial behaviour associated with Metrolink during 2019 compared with 2018, noting a 7% increase in the number of passengers using the Metrolink network.
- 2.7 This trend is primarily driven by a reduction in the number of incidents reported as occurring 'on board' which are down 28%, with incidents reported as occurring 'on stop' down by 2%.
- 2.8 There have been significant improvements seen on both the East Didsbury and Manchester Airport lines (26% and 47% respectively) which aligns to tactical priorities identified during 2019.
- 2.9 Although the Oldham and Rochdale line has seen an improvement, with a 7% reduction in the number of reported incidents, this line remains a tactical priority for the Partnership into 2020.
- 2.10 There have been significant reductions in the number of reported incidents associated with antisocial behaviour, drink and drug related offences and tram surfing reported in 2019 compared to 2018.
- 2.11 The Partnership has continued to work on deterring fare evasion on Metrolink. KAM staff undertake a regular programme of targeted operations and deployments based on intelligence to address the issue. A policy is also being produced by the Transport Unit to determine further opportunities around fare evasion operations going forward, including use of different tools and tactics.

Greater Manchester Police Transport Unit

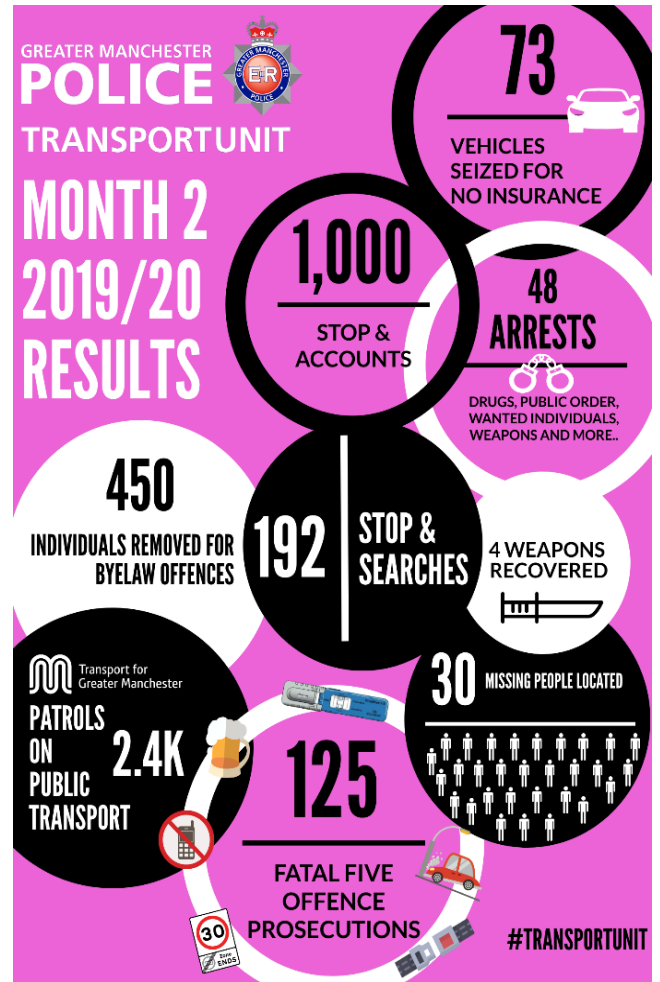
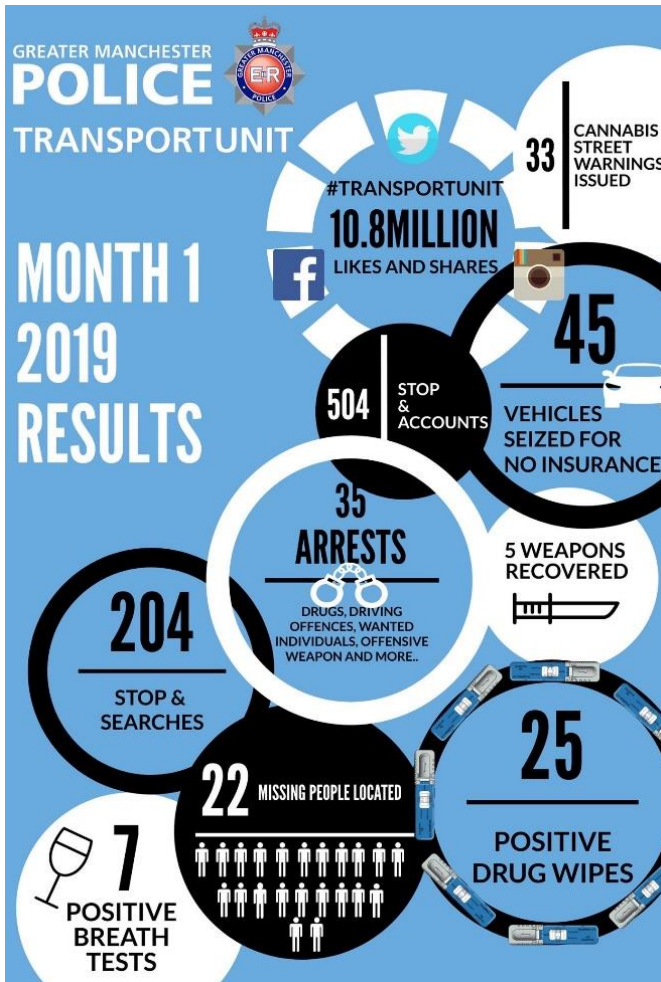
- 2.12 The Transport Unit launched in November 2019 with a clear vision in place to:
- Provide a pro-active policing presence across the Greater Manchester Transport System;
 - Reduce criminality and anti-social behaviour; and
 - Improve public confidence and deliver on road safety across the entire Greater Manchester area.
- 2.13 The Transport Unit is comprised of:
- 1 Chief Inspector;
 - 1 Inspector;
 - 5 Sergeants; and
 - 57 Police Constables.

- 2.14 The Transport Unit provides a visible police presence across the Transport Network from 0700 to 0200 Sunday to Thursday. Extended coverage is provided until 0500 on Friday and Saturday to support transport routes and hubs during night time operations within Manchester City Centre.
- 2.15 Month one (November to December) and month two (December to January) headline successes are illustrated in the infographics overleaf. These visuals are produced and shared via social media each month.
- 2.16 The Transport Unit continue to share their good work via social media, and it is encouraging to understand the positive feedback being received around the reductions in incidents across the transport networks.

3 ACHIEVEMENTS

- 3.1 Activity across the TravelSafe Partnership has continued at pace during 2019 with several significant successes to be noted:
- In February 2019 TfGM was granted powers to apply for a Civil Injunction under the Anti-Social Behaviour, Crime and Policing Act 2014;
 - Publication of the Partnership's three-year strategy (2019-2021), bringing together the three strategic aims;
 - Appointment of a full-time TravelSafe Partnership Manager (May 2019);
 - Establishment of agreed lines of reporting and accountability, seeing work of the Partnership integrated into the Police and Crime Steering Group work plan. In line with this the Partnership has already provided updates to the Greater Manchester Standing Together Plan Priority 3 workstream: Strengthening Communities and Places, alongside inputs to the Greater Manchester Hate Crime and Violence Reduction Plans;
 - Collaboration was formalised with broader Greater Manchester workstreams, for example, serious and organised crime and trafficking (County Lines).
 - A behaviour code of conduct was developed and included as part of the 'our pass' terms and conditions when launched for 16-18-year olds;
 - The Partnership education and engagement programme has seen TravelSafe inputs delivered to 30,010 young people during 2019, through a mix of proactive (Crucial Crew) and reactive sessions;
 - Local district partnerships have been established as pilots in the Oldham and Rochdale areas. This enables closer working with district colleagues and a broader toolkit of potential activities and interventions;
 - British Transport Police (BTP) formally joined the Partnership; and

- In November 2019 GMP launched the Transport Unit. This is a significant increase in warranted police officers dedicated to the Transport network, switching staff from PCSOs to warranted police constables. Alongside this the arrangements for the Employer Supported Police Scheme have been reviewed and formalised.



4 FORWARD LOOK

- 4.1 A TravelSafe campaign will be running from the 09–31 March. The campaign will focus on piloting a public incident reporting system utilising GMP’s online reporting system. A targeted week of activity will also take place between 09-15 March with activities including educational sessions (with VIP attendance), joint engagement and enforcement activity and proactive media/social media.
- 4.2 Bury Council successfully achieved Purple Flag accreditation for its night-time economy for the fifth successive year. The TravelSafe Partnership and TfGM played a key role in the award and as such the Council have been put forward as a finalist for an additional award under the “Movement” category. This is attributed to the

strong partnership working and continued work to ensure that all town centre users have a range of safe options to travel to and from Bury.

- 4.3 The programme of Partnership preventative activity has broadened, and work is underway with the Manchester City Football Club Academy, GM Fire Safety Centre and Oldham Athletic Community Trust. There is also a work underway to develop a PSHE³ 'train the trainer' style course to increase the age reach to secondary pupils.
- 4.4 Working parameters have been established for Partnership working around revenue protection. Partnership deployments will support revenue protection activity where it supports wider Partnership priorities, for example, trafficking, stop/search, weapons etc.

³ Personal Social, Health and Economic (PSHE)

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 13 March 2020
Subject: Transport Capital Programme Update
Report of: Bob Morris, Chief Operating Officer, TfGM

PURPOSE OF REPORT

To provide an update on progress of Greater Manchester's Transport Capital Programme.

RECOMMENDATIONS:

The GMTC is requested to:

Note the contents of the report

CONTACT OFFICERS:

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Equalities Implications:

As part of TfGM’s Governance processes and procedures each capital project being managed and overseen by TfGM is required to carry out an Equality Impact Assessment.

Climate Change Impact Assessment and Mitigation Measures:

Greater Manchester’s Transport Capital Programme is targeted at providing new and enhanced infrastructure that will facilitate improved connectivity and movement across Greater Manchester. Many of the schemes included in the capital programme involve improving public transport and cycling and walking infrastructure all of which should assist in reducing carbon and positively impacting climate change by reducing reliance on the private car.

Risk Management:

Project and Programme Risks are managed as part of the individual projects and programmes in line with TfGM’s Risk Management Strategy and appropriate risk and contingency allowances are included within the overall scheme budgets.

Legal Considerations:

There are no specific legal considerations in relation to this report.

Financial Consequences – Revenue:

There are no specific Revenue financial consequences as a result of this report.

Financial Consequences – Capital:

There are no specific Capital financial consequences as a result of this report.

Number of attachments to the report: Nil

Comments/recommendations from Overview & Scrutiny Committee

BACKGROUND PAPERS: Nil

TRACKING/PROCESS	
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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?		No
GM Transport Committee	Overview & Scrutiny Committee	
[Date considered at GM Transport Cttee if appropriate]	[Date considered by the relevant Overview & Scrutiny Committee]	

1 OVERVIEW

1.1 This report provides an overview of progress on Greater Manchester's Transport Capital Programme including the following projects and programmes:

- Interchanges;
- Park & Ride;
- Bus Priority;
- Rail;
- Metrolink;
- Cycling & Walking; and
- Local Growth Deal.

2 INTERCHANGES

Ashton-under-Lyne Interchange

- 2.1 The Ashton-under-Lyne Interchange scheme is being delivered by TfGM. The scheme will provide a new fully covered Interchange that better integrates with the adjacent Metrolink Terminus and will provide a far greater level of amenities and passenger comfort than that provided at the existing facility. The Interchange will be fully accessible, and in line with standards set on other recently opened new interchanges will include a Changing Places facility.
- 2.2 TfGM has worked closely with Tameside Council officers to ensure that the highways arrangements for the new Interchange are fully integrated with the Council's longer term plans for Wellington Road, including new and enhanced cycling and walking proposals. To this end the section of Wellington Road directly in front of the new interchange is being constructed in such a way as to safeguard the roll-out, in the short to medium term, of the optimum standards for walking and cycling that are currently being developed for the wider Tameside borough.
- 2.3 The works started on site in summer 2018 and are now largely complete with the facility expected to open in summer 2020.
- 2.4 In conjunction with the current work on the main interchange project, TfGM is in dialogue with Tameside Council around the future development of the area which currently accommodates the existing bus station and which will be released once the new interchange is operational.

Stockport Mixed Use and Interchange

- 2.5 The Stockport Mixed Use scheme comprises the redevelopment of the existing bus station within Stockport town centre, to create a new transport interchange facility with associated 'green space' park above, a new highway bridge over the River Mersey, a cycling/walking link to the train station and a mixed use residential development incorporating commercial units and car parking beneath.
- 2.6 The delivery of the scheme, for which planning consent was granted in spring 2019, supports the aims and objectives of the new Stockport Mayoral Development Corporation.
- 2.7 The project is being delivered by TfGM, working in partnership with Stockport Council and GMCA. The tender processes for the procurement of both a Main Contractor for the design and build of the works, and a Development Partner to fund and operate the residential element were concluded at the end of February 2020. Both will now work with the current design team to assist in developing the design through an initial first stage during which proposals for the subsequent detailed design and construction stage will be finalised. Works are planned to start on the main site in spring 2021.
- 2.8 Procurement for the construction of a temporary bus facility which will be operated on Heaton Lane car park during construction on the main site, commenced in February 2020. Subject to obtaining necessary approvals, construction work to form this temporary facility is due to commence on site in spring 2020 with completion due by the end of 2020.

3 PARK & RIDE

- 3.1 TfGM is currently reviewing several multi-modal Park and Ride opportunities across Greater Manchester. This is in addition to the confirmed increase of park and ride provisions at several Metrolink Stops (Radcliffe, Whitefield and Withington) and Mills Hill and Walkden rail stations, all of which are scheduled for delivery during the 2020/21 financial year.
- 3.2 Funding opportunities are currently being explored to develop further Park and Ride proposals, including the preparation of outline designs and business cases in discussion with Local Authority partners.

4 BUS PRIORITY

SBNI

- 4.1 The SBNI programme comprises of a series of discrete Delivery Packages (DPs) within Salford and Bolton, which will collectively provide corridor-wide, multi-modal, local transport infrastructure interventions to connect communities, make the network more efficient and reduce unpredictable delays. The programme was granted Conditional Approval by the GMCA's Chief Executives Investment Group in early 2016. Since then ten of the DPs within the programme have received Full Approval.
- 4.2 Bolton Council has successfully delivered all schemes within their core programme including significant improvements to Farnworth bus station and town centre (Bolton DP 4 (Farnworth)) in summer 2018. Work has now started on the Reserve Scheme Programme in Bolton, with construction of Bolton Delivery Package 5 (Manchester Road Gateway) having commenced in February 2020. This scheme comprises of the upgrade of a collection of junctions in close proximity to Bolton town centre, with completion of Bolton Delivery Package 5 expected in autumn 2021.
- 4.3 In Salford two of the five DPs have been completed which included junction improvements at Manchester Road East / Hilton Lane, Eccles Old Road / Langworthy Road and Seedley Road / Langworthy Road, the upgrading of 95 bus stops and improvements to the pedestrian environment in the vicinity of Walkden railway station. Works to improve connectivity and access to/from and within Pendleton town centre as part of Salford DP4 commenced in autumn 2019 and improvements along the A666 and at the Broad Street/Frederick Road junction (Salford DP3) are due to start on site in spring 2020. Further work is being undertaken to progress the remaining DP in the core Salford programme (DP2: Swinton Town Centre) and also to develop reserve schemes utilising savings realised to date. These reserve schemes include works to improve the efficiency of two junctions on the A580 at Worsley Road and Lancaster Road, the previously mentioned park and ride facility at Walkden railway station and a minor highway improvement scheme on Madams Wood Road, Little Hulton.

5 RAIL

Salford Central

- 5.1 An initial redevelopment scheme for Salford Central was granted Conditional Approval in June 2016 in line with the agreed Growth Deal governance arrangements. However, in September 2016 the GMCA requested the development of a revised scheme that would be safeguarded for future rolling stock extensions and timetabling and an associated phased approach to delivery in order to maximise the benefits of the scheme.
- 5.2 TfGM and Salford City Council continue to work with the rail industry to develop the proposals for new operational platforms 3, 4 and 5. TfGM has undertaken a feasibility study to assess the potential to accommodate longer trains and, in conjunction with Salford City Council and Network Rail, has now identified the preferred infrastructure

options to take forward to design. These options are now being progressed through the Network Rail Governance for Railway Investment Projects.

- 5.3 A meeting was held with Senior Stakeholders in July 2019 which re-affirmed the collective commitment to deliver an enhanced scheme at the earliest opportunity. Network Rail has advised that the development of an advanced Network Rail renewal scheme on platforms 1 and 2 is underway with an expected start on site in 2021.

Rail Station Improvement Scheme (RSIS)

- 5.4 The Rail Station Improvement Strategy (RSIS) was established to improve existing passenger security and information systems at numerous rail stations across Greater Manchester, as funding became available. To date 68 stations have received one or more of help points, CCTV, real time information screens and public announcement systems with Induction Loops. The latest tranche will deliver improvements at an additional 6 stations. Namely: Horwich Parkway, Hyde Central, Patricroft, Woodley, Hall I' Th wood and Woodsmoor. Works are anticipated to be completed during 2021.

Rail Station Accessibility Package (RSAP)

- 5.5 In March 2019 DfT advised that Irlam and Daisy Hill rail stations had been awarded funding under the Access for All Programme across Control Period 6 (2019-2024) to deliver step free access at the stations. Design solutions are progressing with a view to having preferred solutions by autumn 2020 and as part of this work delivery strategies and associated timescales will be determined.

6 METROLINK

Trafford Park Line (TPL)

- 6.1 Construction of the TPL extension has now been substantially completed, along with testing and commissioning of the new infrastructure and associated systems. TPL has now been handed over to the Metrolink Operator (KAM) who has commenced Driver Route Training.
- 6.2 The remaining residual works will be coordinated with KAM during Driver Route Training prior, to conclusion of final testing and commissioning.
- 6.3 Subject to continued satisfactory progression of the above, it is intended that the TPL extension will become operational by April 2020.

Metrolink Capacity Improvement Programme (MCIP)

- 6.4 Following GMCA approval in summer 2018, TfGM has executed a contract for the purchase of 27 additional trams. The delivery of the first tram is now planned for summer 2020 with all 27 trams being delivered by the end of 2021.

- 6.5 To facilitate the operation of the 27 additional trams, a range of infrastructure upgrades are required including: expansions to both the Trafford and Queens Road depots; power upgrades at various locations; expansions to the existing park and ride facilities at Radcliffe and Whitefield Metrolink Stops (referenced above); and a new surface level park and ride facility at the Withington Metrolink Stop. Works are now progressing in the design of the individual work packages to inform the associated procurement activities.

Tram Management System (TMS)

- 6.6 Amendments to the existing tram signalling system remain ongoing across the Metrolink network to improve resilience, capacity and efficiency. These works require a combination of non-disruptive (engineering hours) and disruptive access to the Metrolink network to undertake these planned works. As required, shortened Metrolink services and bus replacement services will be provided to minimise the impact upon the customer. This ongoing programme of improvement works is scheduled to be completed in 2021.

Renewals & Enhancements

- 6.7 Renewal of the Metrolink network is ongoing to maintain safety, service resilience, capacity and efficiency. These works require a combination of non-disruptive (engineering hours) and disruptive access to the Metrolink network and the works are planned and coordinated with the wider Metrolink Programme to minimise disruption to the Customer. Recent examples of completed and ongoing schemes as part of this programme include: Stop enhancements at Cornbrook and Shudehill; Bridge Renewals; and a sub station upgrade at Bowker Vale; and forthcoming works over the next 12 months include track renewal on the Eccles, Oldham and Rochdale lines and in the city centre at Victoria Station.

7 CYCLING & WALKING

The Mayor's Cycling & Walking Challenge Fund

- 7.1 Since the inception of the Mayor's Challenge Fund (MCF) programme the Greater Manchester Combined Authority has approved Tranches 1 to 6 of the Mayor's Cycling and Walking Challenge Fund (MCF), granting schemes Programme Entry. In total this comprised 82 cycling and walking schemes with a forecast MCF funding requirement of £358.5 million, and a forecast overall value of £492.7 million, including local contributions.
- 7.2 By adopting this approach Greater Manchester has created a cycling and walking future pipeline which is necessary to deliver the Bee Network and is integral to the 10-

year delivery plan 'Change a Region to Change a Nation' that was announced by the Mayor of Greater Manchester and the Cycling and Walking Commissioner on 28 January 2020. The pipeline demonstrates Greater Manchester's readiness to deliver and provides the narrative for additional funding.

- 7.3 Having created the pipeline TfGM and Local Authority partners are working together closely to identify and agree the scheme delivery priorities which it is proposed will make up the first phase of implementing the Bee Network, utilising the available £160 million MCF funding.
- 7.4 Over the first 2 years of the Mayor's Challenge Fund, TfGM has been working closely with scheme promoters across GM to set up the projects in line with the agreed governance arrangements and continues to utilise TfGM's established Cycling & Walking Infrastructure Support Team to provide collaborative support to Local Authority partners.
- 7.5 To date one scheme has been completed, which is the Wigan Bridgewater Canal Improvement scheme, with a further three granted Full Funding Approval for a start on site in spring 2020. Further business case submissions are currently being approved with a view to securing Full Approval in the near future. Across Greater Manchester there is a significant volume of MCF scheme development activity underway with consultation and public engagement activities taking place for a number of schemes.

Cycle City Ambition Grant (CCAG)

- 7.6 The £22.1m CCAG2 programme has delivered cycling infrastructure improvements across Greater Manchester. The overall programme is substantially complete with the exception of two Manchester City Council schemes which have transitioned across to the MCF programme with increased scope and budget. Both the Manchester schemes (Chorlton and the Northern Quarter Cycling and Walking scheme) are due to complete in line with MCF programme requirements of March 2022.
- 7.7 The CCAG2 programme, acting as a second phase of the original CCAG1 programme, will have seen the delivery of over £40m of cycling infrastructure improvements for Greater Manchester and enabled Cycle Friendly District Centres, and improved access and facilities at schools, colleges, and rail and Metrolink stations.

8 LOCAL GROWTH DEAL

Growth Deal Programme Overview

- 8.1 The Local Growth Deal announcements made by Government in July 2014, January 2015 and November 2016 confirmed capital funding for Greater Manchester in relation to a programme of Major Schemes, Minor Works and Additional Priorities. (Growth Deal 1, 2 and 3).

- 8.2 The Growth Deal Programme provided £350 million of investment into a series of Major and Minor transport schemes delivered either by TfGM directly, or by Local Authority Partners, with the schemes due to be delivered by March 2021.
- 8.3 At the Annual Performance Review meeting with Government in January, Greater Manchester was rated 'good' for Delivery and Governance, and 'requirements met' for Strategic Impact. A summary of the major and minor schemes included in the programme is included below.

Major Schemes

- 8.4 The Growth Deal Major scheme programme is made up of 15 schemes, delivered either by TfGM or Local Authority Partners.
- 8.5 Eight of the Growth Deal schemes have progressed through Full Approval and are now in implementation (either in their entirety or on a phased Full Approval basis); with a further six schemes having secured Conditional Approval and now working towards the achievement of Full Approval. One remaining Growth Deal scheme, Oldham Town Centre Regeneration, is due to submit for Conditional Approval in the next quarter.
- 8.6 Two Major schemes, Wigan Bus Station and MSIRR Regent Road/Water Street are complete. Works are progressing on the Ashton-under-Lyne Interchange, Wigan A49 Link Road, Salford Bolton Network Improvement Programme (SBNI), MSIRR Great Ancoats Street, Stockport TCAP projects and the final element of the Metrolink Service Improvement Package. Advance works are progressing on the A5063 Trafford Road scheme (Salford). The remaining five schemes, Wigan M58 Link Road, Rochdale South Heywood Link Road (M62 J19), Stockport Mixed Use Development, Salford Central Station and Carrington Relief Road are in the final stages of development prior to moving into delivery.

Minor Works and Additional Priorities

- 8.7 The Minor Works programme is a package of 59 highways, public realm, cycling, walking and associated measures. The identified interventions are very much focused on supporting economic growth, and are being delivered by Local Authority Partners. The Additional Priorities programme of 15 initiatives is focused on rail, bus and Metrolink passenger improvements, multi-modal ticketing and highways (SCOOT / MOVA) enhancements and are being delivered by TfGM.
- 8.8 To date, 45 out of the 59 Minor works schemes now have approved business cases, and 11 of the 15 Additional Priority schemes have approved mini-business cases. Of the 74 Minor Works and Additional Priorities schemes, 28 have been completed with a further 17 schemes currently on site. The remaining schemes are in the final stages of development prior to moving into delivery, which is scheduled to be completed by the end of 2020/21 financial year.

9 RECOMMENDATIONS

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

BOB MORRIS

CHIEF OPERATING OFFICER

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