

**MINUTES OF THE VIRTUAL MEETING OF THE GREATER MANCHESTER TRANSPORT
COMMITTEE
HELD ON FRIDAY 12 FEBRUARY 2020 VIA MICROSOFT TEAMS**

PRESENT:

Councillor Mark Aldred (in the Chair)	Wigan Council
Councillor Stuart Haslam	Bolton Council
Councillor Richard Gold	Bury Council
Councillor Sean Fielding	GMCA
Councillor John Leech	Manchester City Council
Councillor Angeliki Stogia	Manchester City Council
Councillor Dzidra Noor	Manchester City Council
Councillor Naeem Hassan	Manchester City Council
Councillor Howard Sykes	Oldham Council
Councillor Phil Burke	Rochdale Council
Councillor Shah Wazir	Rochdale Council
Councillor Roger Jones	Salford Council
Councillor Barry Warner	Salford Council
Councillor David Meller	Stockport MBC
Councillor Doreen Dickinson	Tameside MBC
Councillor Warren Bray	Tameside MBC
Councillor Peter Robinson	Tameside MBC
Councillor Nathan Evans	Trafford Council
Councillor Steve Adshead	Trafford Council

OFFICERS IN ATTENDANCE:

Bob Morris	Chief Operating Officer, TfGM
Kate Brown	Director of Corporate Affairs, TfGM
Lucy Kennon	Head of Resilience & Business Continuity, TfGM
Gareth Firth	GMP
Wasim Chaudhry	GMP
Joshua Kay	Public Affairs Officer, TfGM
Kate Green	Travelsafe Partnership Officer, TfGM
Nicola Kane	Head of Strategic Planning & Research, TfGM
Daniel Vaughan	Head of Metrolink, TfGM
Gwynne Williams	Deputy Monitoring Officer, GMCA
Lee Teasdale	Governance Officer, GMCA

GMTC 01/21 APOLOGIES

That apologies be received and noted from Eamonn Boylan (Chief Executive of the GMCA and TfGM).

GMTC 02/21 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

Resolved /-

That there were no Chairs announcements or items of urgent business.

GMTC 03/21 DECLARATIONS OF INTEREST

Resolved /-

That Cllr Phil Burke declared a personal interest in item 7 (Transport Network Performance) as an employee of Metrolink.

GMTC 04/21 MINUTES OF THE GM TRANSPORT COMMITTEE MEETING HELD 11 DECEMBER 2020

Resolved /-

That the minutes of the meeting held 11 December 2020 be approved.

GMTC 05/21 MINUTES OF THE GMTC SUB COMMITTEES HELD IN JANUARY 2021

It was highlighted that paragraph 2 of GMTMRC 06/21 made a reference to bus operators that should state train operators.

Resolved /-

That, subject to the above amendment, the minutes of the following sub committees be noted –

- Bus Services – 15 January 2021
- Metrolink and Rail – 22 January 2021

GMTC 06/21 GMTC WORK PROGRAMME

Resolved /-

That the GM Transport Committee Work Programme be noted.

GMTC 07/21 TRANSPORT NETWORK PERFORMANCE UPDATE

Bob Morris, Chief Operating Officer TfGM, updated the Committee on the latest performance information for the public transport network in GM.

It was advised that patronage across the network had been significantly impacted by the third national lockdown. The biggest reductions had been seen in rail-based forms of transport – currently carrying around 18% of pre-pandemic numbers. The region's roads had seen the least impact, with 74% of pre-pandemic traffic still seen. Overall, it was considered that whilst the impacts on numbers had not been as severe as the first

lockdown, there had been more impact than that seen during the second lockdown.

In terms of general performance, the network had fared well, with the only impacts requiring mitigation measures being those arising from Storm Christoph, particularly in the south of the region. Heavy rail performance remained strong, a change in timetables had been seen on 18th January, the main impact of this had been a reduction in some services and the reduction of carriages on some services. Bus services saw a reduction in timetables at the end of January to around 85% of pre-Covid-19 mileage levels, this involved the suspension of around 40% of school services.

Members noted from the report that walking and cycling figures had been impacted by recent inclement weather. It was asked whether the figures included a specific breakdown of the patronage on the cycling Bee Network, and if these numbers had held up more than the general cycling figures. It was not known if data at that level of granularity was available for the Network, but officers would investigate and report back accordingly.

It was noted that on p43 of the report on network safety, figures only went up to August 2019. It was confirmed that this should have stated April 2020 and would be amended.

Members stated that they would be interested to see how the mode shifts between different types of transport held up as the region moved out of the current restrictions. It was advised that TfGM would continue to monitor data trends as restrictions alleviated and would report back on any notable shifts.

Members queried whether any operators had made proposals to their front-line staff concerning Covid-19 vaccinations given their frequent close contact with the public. TfGM confirmed that it had discussed with Department for Transport the possibility of prioritisation of public transport front-line staff for Covid-19 vaccination jobs and were progressing within GM the use of 'spare' vaccine at the end of the day to reduce wastage. A recent example was KAM Metrolink frontline workers who were able to obtain a vaccination in this way.

Resolved /-

1. That the report be noted.
2. That any information available regarding patronage levels of Bee Network cycling routes in comparison to general cycling numbers be fed back to Cllr Leech.
3. That it be noted that the reference to August 2019 on p43 of the report be amended to read April 2020.
4. That thanks be noted to all service operators for their hard work over the past two months in light of the continued Covid-19 concerns and inclement weather.
5. That TfGM had discussed with the Department for Transport the prioritisation of public transport front-line staff for Covid-19 vaccination jobs and are progressing within GM the use of 'spare' vaccine at the end of the day to reduce wastage.

GMTC 08/21 TRAVELSAFE PARTNERSHIP ANNUAL REPORT

Bob Morris, Chief Operating Officer TfGM, introduced the report, stating that it had not been due until March, but given previous comments it was felt appropriate to bring it forward to

the February meeting of the Committee.

Lucy Kennon (Head of Resilience & Business Continuity, TfGM), together with Chief Superintendent Wasim Chaudhry and Chief Inspector Gareth Firth (Greater Manchester Police Transport Unit) gave a presentation to the Committee breaking down the work of the TravelSafe Partnership over the previous year.

The Partnership had grown in 2020, with Arriva, Diamond and Go Ahead becoming formal partners. This had now been further augmented with the recent joining of Northern at the start of 2021.

The bus networks had seen positive results throughout the year, with a 47% reduction in reported incidents of crime and anti-social behaviour (ASB) during 2020 compared to 2019. Broken down further, this represented a 60% reduction on the buses and/or at bus stops, and a 26% reduction at bus stations and interchanges.

Metrolink had seen a 20% reduction in incidents of crime and ASB during 2020 compared to 2019. A key headline in the positive partnership activity with Metrolink had been the 45% reduction seen on the Oldham and Rochdale line, which had previously been considered a problem hotspot on the network. However, 2020 had also seen a 27% increase in incidents within the 'City Zone' of central Manchester.

Specific activity work undertaken during 2020 included the TravelSafe Partnerships 'Days of Action'. The aim of these were to provide passenger reassurance and the encouragement of safe travel; increase passenger confidence in regard to the reduction of crime and ASB; and during the period of the pandemic, to engage with and encourage passengers to wear face masks and adhere to social distancing regulations.

GMP representatives highlighted the importance of problem solving at the local level. The challenges faced were considerably broader than a simple approach of patrolling and reassurance and included a whole suite of areas such as focussed work at particular interchanges, weapons searches and a focus on supporting the most vulnerable users of the network, such as the homeless and younger children. Beyond the tram and bus networks, a lot of partnership work also took place on the road and cycle networks, including the vital addressing of the 'Fatal Five' with road users.

Further key achievements throughout the year had included the production of signposting cards for engaging with homeless persons; the piloting of a live chat for discreet incident reporting; a 'Streetwatch' pilot with a community group in Newhey, Rochdale; and continued joint engagement work with the GM Violent Crime Reduction Unit.

Members asked about the relation of crime figures dropping and the lockdown. Had there been a relative increase in crime on the bus network due to the lower overall numbers using buses. It was advised that the bus network had retained reasonably high patronage levels compared to other transport modes. However, there had been a relative increase in terms of crime and patronage levels as many passengers who were usually found to cause trouble had still used the network more consistently than other users. There was also the concern that emptier networks made ASB more likely.

Concerns were expressed by members about problems at isolated stations, with specific reference made to Hollinwood Metrolink stop in Oldham. The general low-level nuisance and disruption made by congregating youths on the platforms caused perceptions that stations such as this one were unsafe places, causing residents to shy away from making

use of the network. GMP officers noted the concerns and emphasised the importance of intelligence gathering from local residents and their representatives to ensure that these issues were directly targeted by the Partnership (and other specialist resources where deemed necessary).

Members also expressed concern about the perception that increasing levels of law breaking, particularly speeding, had been seen on the region's roads since the outbreak of Covid-19. Members stated that they had spoken with residents who now felt it was pointless to continue reporting incidents of speeding. These issues were emphasised by a recent day of action on Mauldeth Road West which had seen speeds recorded of up to 107mph on a 30mph stretch of road. It was queried whether precepts were being put into addressing road safety issues, and whether funding could be committed to further installing of speed cameras.

GMP officers stated that extra patrol work was taking place to address the increases seen in incidents of speeding. There had been 67 fatal road deaths in the region in 2020, and it was clear that further collective work was needed to resolve this issue. There were also dedicated analysts looking at hotspots and the best approaches to enforcement activity and the siting of cameras. TfGM officers advised that more information on the ongoing work of the Road Safety Partnership could be brought to a future meeting of the Committee.

Thanks were expressed to Inspector Andrew Fern, Matthew Iddles (Metrolink), Lucy Kennon (TfGM), Kate Green (TfGM) and PC Gareth Walker for their partnership work in addressing issues related to the Oldham and Rochdale Metrolink line. It was stated that they had pulled the actions to combat issues on the line together brilliantly at and short notice and that it had not gone unnoticed by residents.

Thanks were also expressed to all partners involved in the resolution of incidents at Wigan & Leigh bus stations with the conviction of the responsible party.

Resolved /-

1. That the TravelSafe Partnership annual report be noted.
2. That concerns highlighted about the isolated nature of the Hollinwood Metrolink stop on the Oldham/Rochdale line be noted by officers.
3. That concerns highlighted about the perceived increases in incidents of speeding road vehicles seen in the region be noted by officers.
4. That an item on the work of the Road Safety Partnership be brought to a future meeting of the Committee.
5. That thanks be noted on the record to Inspector Andrew Fern, Matthew Iddles (Metrolink), Lucy Kennon (TfGM), Kate Green (TfGM) and PC Gareth Walker for their partnership work in addressing issues related to the Oldham and Rochdale Metrolink line.
6. That thanks be noted on the record for work undertaken at Wigan & Leigh bus stations resulting in a conviction for offenses committed.

Simon Warburton, Transport Strategy Director, TfGM introduced a report highlighting the revised strategy now approved by CA alongside a 5-year delivery plan. It was advised that this had been particularly timely in the context of new funding opportunities, and the Delivery Plan showed that GM was now very clear in terms of where its priorities lay. However, the task was not complete and there was a series of activities now taking place that would take this agenda forward.

Nicola Kane, Head of Strategic Planning & Research, TfGM, provided some of the further detail. Programmes included the Greater Manchester Transport Strategy 2040 which sought to ensure that 50% of all journeys taken in the region by 2040 were either on foot, by bicycle or on public transport; the updating of the GM Mayor's 'Our Network' scheme; net carbon zero by 2038 ambitions; and the development overall of the Clean Air Plan.

Members discussed concerns about appropriate levels of infrastructure being in place ahead of the expected significant rises in domestic EV purchases in the coming years. Officers explained that a programme was underway that included the upgrading of legacy charging sites to now include 4th generation equipment to replace the 1st generation that funding had been secured for some years ago. A rollout of additional charging points was being undertaken month by month in GM, with extra funding having been made available through the Transforming Cities Fund to support this work over the next 12 months. The Fund would also look to project further into the future beyond the initial rollout phases as the infrastructure became increasingly complex. It was known that 40% of homes in GM did not have access to a driveway and residential charging points would therefore become an increasing issue. There would also of course eventually be a decision to be made on when the private sector began to take the lead role in the EV market.

A mapping exercise was taking place looking at current and forward provision and projections on charging points – it was agreed that bringing the results of this exercise to a future meeting of the Committee would provide value.

Members expressed concern that plans around decarbonisation had not been drawn out clearly within the delivery plan. Officers advised that carbon reduction was at the heart of all strategy documents, and funding sources were being considered for the quickest possible delivery of this. Further detail could be brought to the Committee throughout the year on the detail.

Members noted how critical freight and the movement of goods would be to the plans. Officers stated that a lot of changes to goods activity had taken place over the last 12 months, particularly in terms of retail activity – and it was expected that a certain level of this would continue into the future. Building Back Better would look at freight consolidation and managing the miles of freight on the road.

Members referred moving towards electric buses. It was known that some operators were already undertaking trials on this – and it was asked that a report on progress around this be brought to a future meeting of the Bus Services Sub-Committee.

Resolved /-

1. That the publication of the GM Transport Strategy 2040 Refresh, Delivery Plan and Local Implementation Plans be noted.
2. That the plans for developing the 2040 sub-strategies be noted.

3. That concerns highlighted about the need for a significant EV charging point rollout programme be noted by officers.
4. That a report on the mapping exercise regarding current and future projections for EV charging points be brought to a future meeting of the Committee.
5. That reports providing more detail on the programmes being undertaken to address decarbonisation plans be brought to future meetings of the Committee.
6. That a report detailing the work being undertaken by bus operators to introduce Electric and hybrid fuel busses to their fleets be brought to a meeting of the Bus Services Sub-Committee.

GMTC 10/21 DATE AND TIME OF NEXT MEETING

The Chair advised the Committee of the sad news that former Bolton Councillor and member of the Committee, Norman Critchley, had recently passed away. The Committee held a minute's silence in his memory.

Resolved /-

That the Sub Committees would next meet on 12 March 2021 (GM Bus Services Sub-Committee) and 19 March 2021 (GM Metrolink and Rail Sub-Committee).