

**MINUTES OF THE
GREATER MANCHESTER TRANSPORT COMMITTEE
HELD ON FRIDAY 24 MARCH 2022 AT MANCHESTER TOWN HALL**

PRESENT:

Councillor Mark Aldred (in the Chair)	Wigan Council
Councillor Mohammed Ayub	Bolton Council
Councillor Jackie Harris	Bury Council
Councillor Naeem Hassan	Manchester City Council
Councillor John Leech	Manchester City Council
Councillor Norman Briggs	Oldham Council
Councillor Phil Burke	Rochdale Council
Councillor Shah Wazir	Rochdale Council
Councillor Warren Bray	Tameside MBC
Councillor Doreen Dickinson	Tameside MBC
Councillor Barry Warner	Salford Council
Councillor Angie Clark	Stockport MBC
Councillor Tom McGee	Stockport MBC
Councillor Steve Adshead	Trafford Council
Councillor Nathan Evans	Trafford Council
Councillor Paul Prescott	Wigan Council

OFFICERS IN ATTENDANCE:

Bob Morris	TfGM
Kate Brown	TfGM
Simon Warburton	TfGM
Kevin Hargreaves	TfGM
Ian Inglis	TfGM
Lucy Kennon	TfGM
Kate Green	TfGM
Gwynne Williams	Deputy Monitoring Officer, GMCA
Nicola Ward	Senior Governance Officer, GMCA
Chief Inspector Ronnie Nielson	Greater Manchester Police

ALSO IN ATTENDANCE:

Tony Clarke
Melissa Farnworth
Chris Jackson
Guillaume Chanussot

Diamond/Rotala
TransPennine Express
Northern
KAM Metrolink

GMTC 01/22 APOLOGIES

Resolved /-

That apologies be received and noted from Councillors Stuart Haslam, Kevin Peel, Joanne Marshall, Andrew Western, Roger Jones, Emma Taylor, David Meller and Howard Sykes.

GMTC 02/22 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

Resolved /-

There were no chairs announcements or urgent business.

GMTC 03/22 DECLARATIONS OF INTEREST

Resolved /-

That it be noted that Cllr Phil Burke declared a personal interest in relation to item 8 -Transport Network Performance.

GMTC 04/22 MINUTES OF THE GM TRANSPORT COMMITTEE MEETING HELD 15 OCTOBER 2021

Resolved /-

That the minutes of the GM Transport Committee meeting held 15 October 2021 be approved as a correct record.

GMTC 05/22 MINUTES OF THE GM TRANSPORT COMMITTEE SUB COMMITTEE MEETINGS

Resolved /-

That the minutes of the sub committee meetings held in March 2022 be noted –

- Metrolink & Rail Sub Committee – 11 March 2022
- Bus Services Sub Committee – 18 March 2022

GMTC 06/22 OPERATION AND PERFORMANCE OF GREATER MANCHESTER ROAD ACTIVITY PERMIT SCHEME (GMRAPS)

Kevin Hargreaves, Highways Key Route Network Manager, TfGM took the Committee through a report which provided an overview of GMRAPS and identified areas where improvements could be made to ensure compliance with permit conditions, consistent reporting of road work activities and enhancement of information provided to transport operators to ensure minimal disruption to the GM highway network.

Members were pleased with the progress of the scheme to date and were informed that the Collaborative Service Centre had reviewed 150 permits in the last year to ensure that all the relevant checks had been made and provide challenge at a central level. It was envisaged that as the scheme developed the scope of the Centre would be widened to generate a greater joined up approach, continuing to prioritise the flow of traffic along bus corridors.

Resolved /-

1. That the development of GMRAPS be supported to ensure a successful Lane Rental scheme can be developed and introduced
2. That the interventions and commitments detailed in section three of this report be noted.
3. That future Network Performance Reports detail exceptional GMRAPS schemes and that a link to the GM Roadworks website ([Greater Manchester Road Works On-line \(gmroadworks.org\)](http://Greater Manchester Road Works On-line (gmroadworks.org))) be shared with the Committee.

GMTC 07/22 UPDATE ON DELIVERY OF THE BEE NETWORK

Eamonn Boylan, Chief Executive of the GMCA & TfGM introduced a report which updated the Committee on a number of important developments in relation to delivery of the Bee Network. The recently positive outcome of the Judicial Review regarding bus franchising was welcomed, as despite one request to the Court of Appeal, work to prepare for franchising could continue

at pace. The next stage was now able to commence and invitations to negotiate would be issued shortly to prospective providers of bus services in Bolton and Wigan, as well as in parts of Salford and west Manchester. By Autumn 2023 the first franchises would be in place and by the end of 2024 all three tranches were expected to be delivered. Members recognised that this was an ambitious timescale and asked whether the Court of Appeal could add any further delay to the process. It was confirmed that despite this legal action, progress was being made on the current tranche, however re-phasing may have to be considered if necessary.

At an event on the 14 March the GM Mayor announced the revised timetable for delivery of bus franchising, along with a fixed cost for single adult fares of £2 and single child fares of £1. Members were supportive of this announcement but questioned as to when full integrated ticketing was planned to be delivered. Officers confirmed that work was already underway regarding Metrolink and Bus and there remained a clear ambition for rail to be integrated, however this would be subject to future regulation changes.

Clarity on Greater Manchester's allocation of BSIP (Bus Service Improvement Programme) and CRSTS (City Region Sustainable Transport Settlement) funding was still awaited, plus the final amount of covid recovery funding for the period of April – October 2022. Members were concerned of the impact to the public transport system development if the required recovery funding was not made available. Officers confirmed that there were ongoing conversations with DfT as to how the funding could be used to ensure that the network was viable post October 2022.

The GM Mayor had recently appointed two new Commissioners for transport, subject to agreement by the GMCA Resources Committee on 25 March. Vernon Everitt had been appointed as the Transport Commissioner and Dame Sarah Storey had been appointed as the Active Travel Commissioner.

Resolved /-

1. That the report be noted.
2. That the Committee receive further updates on integrated ticketing as appropriate.
3. That the Committee receive a further report on plans for the bus network post October

2022, as the recovery funding ceases.

GMTC 08/22 TRANSPORT NETWORK PERFORMANCE

Bob Morris, Chief Operating Officer, TfGM highlighted the key contents of the latest Transport Network Performance Report, including a downturn in performance across all modes in February as a result of a series of storms across GM. Although performance had recovered during March, the impact of covid on driver availability was still being seen as staff sickness remained at significantly high levels. This was evidenced within the scorecard on page 46 of the report, which showed six areas of red across the network. Operators were asked to provide some narrative regarding the determining factors to these scores.

Northern confirmed that colleague absence remained high due to a series of factors including the omicron covid variant and recent industrial relations, which were reported as now resolved.

Transpennine Express reported that sickness levels were c. 17-18% which was bringing about resource challenge, this had been furthered by ongoing industrial relations regarding rest day working. There had already been six Sunday services affected by strike days and a further series were planned across the forthcoming bank holidays. The current timetables remained that of the reduced service in January 2022 to assist with resourcing planning as the challenges regarding staff sickness remained.

Officers also reported on the status of the highways, which had seen traffic flows return to normal levels, and in some cases exceeded levels of 2019. As a result of large-scale events and an increased level of roadworks there had been some impact to the network, predominately affecting bus service punctuality. Within the report, Members noticed a recent reduction in car trips and questioned whether this could be directly attributed to the rising cost in fuel. Although this level of detail was not available, officers assured the Committee that this was being monitored closely.

Members were concerned that there was no long-term sustainable funding source for any of the modes within the public transport network, and with reduced patronage levels it would be difficult to plan for future users of the network. Officers reported that they were working hard to predict patronage levels as the recovery from the pandemic unfolded, and further campaigns were planned to encourage people back to the public transport network in due course.

The Committee reflected on the recent Government's Budget Statement which had indicated a rise in inflation costs and the potential link to further industrial action. Train operators in attendance commented that they remain open to conversations with unions to avoid industrial action where possible, however they were also acutely aware of the need to modernise the service to meet the new needs of the traveller, recognising that although peak travel remained weaker than pre-covid, there had been a strong return to the leisure market that demanded an adequate level of service.

Members asked whether the operators in attendance had a current covid absence policy that required staff to attend work even when they were testing as covid positive. It was reported by those present that there was no requirement for staff to attend work if they were covid positive, and there was a strong adherence to this approach, actively encouraged by senior management as there was no incentive to come into work.

Resolved /-

1. That the contents of the report be noted.
2. That the Committee be cited on campaign work to encourage passengers back to the public transport network.
3. That it be noted that Northern Trains Limited offered to update the Committee on further industrial relations conversations as they arise.

GMTC 09/22 TRAVELSAFE: 2021 END OF YEAR REVIEW

Lucy Kennon, Head of Resilience & Business Continuity, TfGM took the Committee through the end of year report for TravelSafe which gave an overview of trends and compared data against that of 2019, pre-pandemic. Throughout 2020/21 there had been an increase in youth anti-social behaviour, 35% on bus and 45% on Metrolink. Many cases of ASB were complex and difficult to prosecute against, and figure 5 in the report gave an example of a case study of a prolific offender whose case demonstrated the complexities that have to be addressed. There had also been an increase in the use of missiles throughout 2021 and this concerningly was still growing. Due to the sporadic nature of the crime this also proved

difficult to prosecute against as many cases were undertaken by hooded youths, outside of the realms of any CCTV operation. However, TravelSafe had seen some proactive and positive results in this space including an increase in collaboration to identify emerging trends through prompt reporting from pro-active operators. This has led to some arrests and a wider array of interventions. Further joint work was planned with Northern to address the use of missiles on the railway.

The report also highlighted some of the key achievements for TravelSafe throughout 2021, including a strong forward action plan of weekly specialist operations across the network to tackle local issues but also increase visibility and provide reassurance to the travelling public. There had been a series of communications campaigns including one to support the launch of Greater Manchester Police's live chat, providing passengers with real time live but discreet communication directly with the police. In relation to the live chat facility, Members reported that some residents had felt it was a complex process and whether a text service had been considered. Officers confirmed that a host of options were looked at during the project development, however in order to directly link to the police triage service it was felt that the live chat was the best solution to communicate directly with the control room. It was suggested that Members may welcome a visit to the Communications Centre at GMP to provide them a greater understanding as to how this service operates. The QR (quick response) codes on the network had also proved the best way of directing people to the service, however Members were concerned that scanning them could prove indiscreet and therefore further consideration as to their permanent placement should be given.

The Combined Authority had made a joint bid with the TravelSafe Partnership to the Safer Streets Fund for £1.5m to enable a pilot project aimed to increase the perception of safety for women and girls on the Oldham Metrolink line. Initial feedback had been positive, with passenger insights already showing signs of increased feelings of safety. Members requested a report back to the Committee once the data from the pilot had been collated and analysed.

Members praised the work of TravelSafe over the past year as outlined in the report but highlighted that there continued to be large congregations of youth on the Metrolink line between Victoria and Abraham Moss, alleged to be dealing drugs. Officers were aware of regular gatherings of young people but urged Members to report criminal activity as and when it occurs so that a clear picture of the issues could be built up.

Paragraph 2.9 of the report detailed the work undertaken to address criminal activity and ASB on the Rochdale line and although there had been a marked improvement, Members noted some recurrent issues. Officers reported a number of reassurance interventions already taking place in Rochdale including work with the Street Pastors, and further works planned as a result of a confirmed extension of the Safer Streets pilot to Rochdale Town Centre from April 2022.

With regards to the prolific offender case, Members asked whether the perpetrator was still adhering to their restrictions. It was confirmed that officers (in conjunction with Rochdale's Youth and ASB teams) were still keeping a close eye on any subsequent incidents associated with the individual, but that the behaviour order put in place had had a positive impact from a transport perspective.

Members reported the concern raised from residents regarding smashed bus and Metrolink shelters and queried as to whether there was scope to replace these with corrugated iron. It was confirmed that through the TravelSafe partnership there was work underway to 'design out crime' from stops that were susceptible to such activities. It was further recognised that this would need to be done alongside educational and behavioural change activities in order to yield the best results.

The Committee noted the success of planned TravelSafe operations on the Metrolink network but urged for additional resources across the bus network, especially covert operations to tackle ASB and criminal activity. Officers confirmed that the current deployment of staff was alongside tactical priorities, however there were four operations currently being planned for the coming months which included three on the bus network. It was important to also note that special operations were only one part of the toolkit and deployments across the network were a daily occurrence, for example staff had been deployed to the Leigh Guided Busway today.

Members acknowledged the importance of the wide partnership offered through TravelSafe, as there were many complex issues contributing to crime on the network which required intervention from other departments such as Community Safety and Youth Offending, especially in relation to restorative and preventative interventions. It was recognised that there were times when police intervention was required, but also times when it was not the

best approach. The work in Stockport to address ASB at the bus station was commended, and the working relationships forged through this piece of work would be used to collaborate successfully on projects in the future. It was reported that incidents had also occurred at Stockport mainline train station and British Transport Police were asked to consider whether there could be pop-up offices at some mainline stations such as these to enable a different presence to be provided.

Action / -

1. That the contents of the report be noted.
2. That thanks be recorded to all partners within the TravelSafe Partnership for their collaboration and efforts to support operations.
3. That all Councillors continue to enforce the importance of reporting incidents to GMP and the TravelSafe team.
4. That all outcomes of the TravelSafe Partnership and GMP's Transport Unit's interventions on the public transport network, including convictions, be reported to the Committee through the next Chair's GMTC Transport Update.
5. That a visit to the communications team at GMP be arranged for the forthcoming year to provide the Committee with further insight as to how the live chat facility for reporting enables passengers to converse directly with a GMP call handler.
6. That a report on the outcomes of the Safer Streets pilot on the Oldham Metrolink line be shared with the Committee in due course.

GMTC 10/22 INTERIM REPORT ON THE GM E-SCOOTER RENTAL TRIALS AND THE DEVELOPMENT OF A GM SHARED MOBILITY STRATEGY

Simon Warburton, Transport Strategy Director TfGM introduced an interim report on the GM e-scooter trials (as part of DfT's e-scooter trial programme) and provided an update on work to develop a shared mobility strategy for Greater Manchester. In preparation for the increased presence of new mobility modes, the pilots in Salford and Rochdale had been commissioned in order to provide data on the potential benefit on the availability of this type

of modal travel. Ian Inglis, Senior Project Manager at TfGM added that since the pilots began in October 2020 (Salford) and April 2021 (Rochdale) there had been 204,000 trips made and learning from this activity alongside international best practice would contribute to the creation of a GM policy position on e-scooters ahead of any Government legislation in the future.

Members noted the research undertaken by Salford University in relation to the pilot programme, however felt that if they were to be legalised that tight controls and policing would be required to ensure they were not ridden in locations which could prove dangerous to the public. Officers noted this point of concern, however assured the Committee that the required technology was in place to ensure that they could only be ridden on the carriageway at a maximum speed of 12.5 km/h.

Members were also concerned about the potential for accidents and incidents when e-scooters were driven in public spaces such as shopping centres and school grounds. The trial in the Isle of White was referenced, as within its first year there was 1004 complaints, predominantly in relation to ASB, underage riding and misuse. Members recognised that numbers in a more densely populated area such as Greater Manchester would likely be much higher. Officers reported that the geo-fencing technology had prevented any of the scooters from the trial being used within shopping centres and other public spaces, however there had been one slight injury and some reports of them being taken outside of the designated area.

The Committee felt that more trials were needed before Government could even begin to reflect on their position regarding the use of e-scooters, as not only were there issues regarding mis-use, but also illegal hire to those under 18 years old and without a provisional licence or insurance. It was clear that more guidance and advice was needed for potential users, as well as those who could sell the units to ensure that they were used in the safest manner. Illegal e-scooters were even more concerning as they did not need to adhere to any national standards and therefore their outputs could not be checked, nor the safety of their batteries. There was strong concern that as the infrastructure was not built for e-scooters there could be tragic consequences for the potential of their unregulated use.

In relation to the impact to the environment, Members questioned whether there had been any modelling undertaken with regards to the carbon footprint created by the use of e-

scooters, including the production of all their component parts. Officers responded that there was some ongoing academic research by the University of Salford regarding their carbon impact, but that a further request to review the heavy metal components would be put forward to assist GM in taking its position ahead of any potential change to legislation.

Action / -

1. That the contents of the report be noted, specifically the:
 - a) Interim results of the Greater Manchester e-scooter trials.
 - b) Emerging policy position in respect of e-scooters.
 - c) The development of the Shared Mobility Strategy.
2. That TfGM look into the concerns raised in relation to the Rochdale pilot, specifically to non-provisional license holders being able to hire scooters and the use of the scooters outside of the designated area.
3. That TfGM suggest that the University of Salford evaluation into the Salford pilot give consideration to measuring the environmental impact of the scheme, including the battery and heavy metal waste.

GMTC 11/22 HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

Simon Warburton, Transport Strategy Director TfGM explained how HS2 would be the single largest change for the transport system in Greater Manchester within the next twenty years and therefore it was imperative that it is done in a way which supports regeneration potential around stations and ensures that the rail network is integrated with the wider public transport network. The Hybrid Bill had been laid in Parliament, detailing the final plans for phase 2b of the scheme from Crewe to Manchester, however there were several key issues within the proposals that the GMCA would like to make representations on with the support of the GM Transport Committee. These included –

- The benefits of an underground through station rather than surface level platforms 15 and 16 at Manchester Piccadilly to enable services to move effectively across the North of England.
- The concerns regarding the planned severance of the Ashton Metrolink line during

the construction phase.

- The unbalanced carparking provision at Manchester Piccadilly, where currently 2000 spaces were proposed, preventing best use of the land to the east of the station.
- The significant amount of materials required to build the proposed tunnel at Manchester Airport and the potential impact of its construction.
- The detail of the Manchester Ship Canal crossing for the Golbourne Link.
- The short platform at Wigan and potential oversight for the future of services to and from this station.

It was noted that as officers continue to work through the 34,000 pages they may come across additional concerns.

Members were in support of the recommendations on the report, however had varied views regarding the amount of carparking needed at Manchester Piccadilly to actively encourage public transport use in and out of the city.

Action /-

1. That the proposal by TfGM to oppose elements of the High-Speed Rail (Crewe – Manchester) Bill and the reasons for that proposal be noted.
2. That approval be granted by the Committee to TfGM to oppose elements of the High-Speed Rail (Crewe – Manchester) Bill, pursuant to s.10(1)(xxix) of the Transport Act 1968.

GMTC 12/22 DATES AND TIMES OF FUTURE MEETINGS

That it be noted that future meeting dates would be confirmed once appointments to the Committee for 2022/23 were confirmed.