

**MINUTES OF THE
GREATER MANCHESTER TRANSPORT COMMITTEE
HELD ON FRIDAY 12 AUGUST 2022 AT MANCHESTER TOWN HALL**

PRESENT:

Councillor Andrew Western (in the Chair)	GMCA
Councillor Stuart Haslam	Bolton Council
Councillor Jo Lancaster	Bury Council
Councillor Naeem Hassan	Manchester City Council
Councillor Dzidra Noor	Manchester City Council
Councillor Tracey Rawlins	Manchester City Council
Councillor George Hulme	Oldham Council
Councillor Howard Sykes	Oldham Council
Councillor Phil Burke	Rochdale MBC
Councillor Mike McCusker	Salford CC
Councillor Warren Bray	Tameside MBC
Councillor Doreen Dickinson	Tameside MBC
Councillor Angie Clark	Stockport MBC
Councillor David Meller	Stockport MBC
Councillor Linda Blackburn	Trafford Council
Councillor Aiden Williams	Trafford Council
Councillor John Vickers	Wigan Council

OFFICERS IN ATTENDANCE:

Julie Connor	Assistant Director, Governance & Scrutiny, GMCA
Lindsay Dunn	Senior Governance Officer, GMCA
Vernon Everitt	Transport Commissioner for GM
Nick Fairclough	Strategy Principle, GMCA
James Lewis	Network Planning Manager, TfGM
Bob Morris	Chief Operating Officer, TfGM
Richard Nickson	Cycling & Walking Programme Director, TfGM
Simon Warburton	Transport Strategy Director, TfGM

It was advised that the proposed changes had been subject to consultation with DfT and was an unfortunate decision to reach.

The GM Transport Commissioner raised concern regarding the situation at what was described as a critical time for recovery after the pandemic and the delivery of the Bee Network.

Members also expressed their dissatisfaction regarding the situation and lack of communication and engagement by Avanti West Coast. The reliance on staff to work on rest days to fulfil timetable obligations was considered unacceptable and Members questioned what penalty and consequences of not fulfilling the franchise Avanti would face considering there was no specified timeline of reinstating the timetable. It was proposed that as a minimum, DfT should undertake a review of the franchise.

On behalf of the Committee, the Chair indicated that accepting decisions sometimes needed to be made quickly, tensions had been inflamed by the lack of dialogue between Avanti West Coast and stakeholders. It was suggested that the absence of certainty of the situation which passengers could face, would not, as suggested, improve customer confidence in reliability of service.

The challenge regarding the lack of communication and engagement with stakeholders was accepted by Avanti's representative. It was therefore advised that regular contingency meetings would take place with TfGM to provide an update on progress regarding timetable changes and any future issues.

It was agreed that a response would be co-ordinated by Matthew Warman, Regional Growth Manager Avanti West Coast, addressing the concerns and issues raised by the Committee and how the impact of the reduction in Manchester to London services affects profitability of Avanti West Coast.

Resolved /-

1. That it be noted that the GM Mayor and Leader of Manchester City Council had jointly written to the Secretary of State for Transport regarding the position surrounding Avanti

West Coast train services between Manchester and London that are set to be reduced to a one train per hour service from 14 August 2022.

2. That the significant concern and dissatisfaction of the Committee in relation to the recently announced reductions in timetable with no clear indication of resolution date by Avanti West Coast for Manchester to London train services be recorded.
3. That further consideration be provided by Avanti West Coast to the urgent reinstatement of initial timetable frequency for Manchester to London train services.
4. That the future approach to engagement and communication between Avanti West Coast with key stakeholders including TfGM, GMCA and GM Transport Committee be improved considering the unacceptable lack of consultation on the proposed reduction in services.
5. That the Committee be advised of the proposal by Avanti West Coast to arrange regular contingency meeting with colleagues at TfGM to advise of the progress regarding timetable changes.
6. That a response be co-ordinated by Matthew Warman, Regional Growth Manager Avanti West Coast, addressing the concerns and issues raised by the Committee and in particular how the impact of the reduction in Manchester to London services affect the profitability of Avanti West Coast.

GMTC 29/22 DECLARATIONS OF INTEREST

Resolved /-

That Councillor Phil Burke declared a personal interest as an employee of Metrolink.

GMTC 30/22 APPOINTMENTS TO OUTSIDE BODIES

Resolved /-

That Councillor Mike McCusker be appointed to the Green City Region Partnership.

GMTC 31/22 MINUTES OF THE GM TRANSPORT COMMITTEE MEETING HELD 17 JUNE 2022

Resolved /-

That the minutes of the GM Transport Committee meeting held 17 June 2022 be approved as a correct record.

GMTC 32/22 ACTIVE TRAVEL GOVERNANCE OPTIONS FOR THE GREATER MANCHESTER TRANSPORT COMMITTEE

Julie Connor, Assistant Director, Governance & Scrutiny, GMCA provided the Committee with a report which presented a series of options for ensuring effective oversight of Greater Manchester's ambitions for active travel by the GM Transport Committee.

Members were requested to consider the proposals and indicate their preference for either an additional sub-committee of equal size, in accordance with the principles of political balance or for the Committee to receive regular updates on the status of the active travel programme.

In discussion, Members expressed their views and following a vote, it was agreed that the preferred option for effective oversight of the active travel agenda by 10 votes to 6 would be the establishment of an additional sub-committee providing three sub-committees of equal size namely Active Travel, Bus Services and Metrolink & Rail.

The Chair suggested and it was agreed that a review of the established Active Travel sub-committee would be considered at the next Annual General meeting of the Committee.

Resolved /-

1. That it be agreed that the preferred option for effective oversight of the active travel agenda by 10 votes to 6 be the establishment of an additional sub-committee providing three sub-committees of equal size namely Active Travel, Bus Services and Metrolink & Rail.
2. That it be agreed that a review of the established Active Travel sub-committee be considered at the next Annual General meeting of the Committee.
3. That it be agreed that as appropriate appoint 11 members to each Sub Committee, ensuring each Local Authority is represented, and political balance is maintained (8

Labour, 2 Conservative, 1 Liberal Democrat)

GMTC 33/22 APPOINTMENT TO THE GMTC SUB COMMITTEES

Resolved /-

1. That the membership of the GMTC Sub Committees be agreed as below

BUS SERVICES

Members	Representing	Political Party
Councillor Tracey Rawlins	Manchester City Council	Labour
Councillor George Hulme	Oldham Council	Labour
Councillor Phil Burke	Rochdale Council	Labour
Councillor Roger Jones	Salford Council	Labour
Councillor David Meller	Stockport MBC	Labour
Councillor Warren Bray	Tameside MBC	Labour
Councillor Mark Aldred	Wigan Council	Labour
Councillor John Vickers	Wigan Council	Labour
Councillor Jo Lancaster	Bury Council	Conservative
Councillor Linda Blackburn	Trafford Council	Conservative
Councillor Howard Sykes	Oldham Council	Liberal Democrat

METROLINK & RAIL

Members	Representing	Political Party
Councillor Kevin Peel	Bury Council	Labour
Councillor Mohammed Ayub	Bolton Council	Labour
Councillor Dzidra Noor	Manchester City Council	Labour
Councillor Naeem Hassan	Manchester City Council	Labour
Councillor Aasim Rashid	Rochdale Council	Labour
Councillor Damian Bailey	Salford City Council	Labour
Councillor Andrew Western	GMCA	Labour

Councillor John Vickers	Wigan Council	Labour
Councillor Stuart Haslam	Bolton Council	Conservative
Councillor Doreen Dickinson	Tameside MBC	Conservative
Councillor Angie Clark	Stockport Council	Liberal Democrat

ACTIVE TRAVEL

Members	Representing	Political Party
Councillor Kevin Peel	Bury Council	Labour
Councillor Dzidra Noor	Manchester City Council	Labour
Councillor Tracey Rawlins	Manchester City Council	Labour
Councillor Roger Jones	Salford Council	Labour
Councillor David Meller	Stockport MBC	Labour
Councillor Warren Bray	Tameside MBC	Labour
Councillor Aidan Williams	Trafford Council	Labour
Councillor Andrew Western	GMCA	Labour
Councillor Doreen Dickinson	Tameside MBC	Conservative
Councillor Linda Blackburn	Trafford Council	Conservative
Councillor Angie Clark	Stockport Council	Liberal Democrat

2. That it be agreed that Chairs / Vice Chairs of the Active Travel sub-committee be deferred and be confirmed ahead of the first meeting.
3. That it be approved that Councillor Mark Aldred be appointed as Chair and Councillor Warren Bray be appointed as Vice Chair for the Bus Services Sub Committee.
4. That it be approved that Councillor Doreen Dickinson be appointed as Chair and Councillor Dzidra Noor be appointed as Vice Chair for the Metrolink & Rail Sub Committee.

GMTC 34/22 INTRODUCTION TO THE TRANSPORT COMMISSIONER FOR GREATER MANCHESTER

Vernon Everitt, Transport Commissioner for Greater Manchester was introduced to the Committee and in doing so he welcomed the opportunity to outline the role and priorities to

Members at what he described as a crucial time for public transport in Greater Manchester.

The Committee were informed that he had undertaken an extensive series of visits across all districts and across all modes of transport speaking and listening to customers and staff about their views of the transport network and how this could be improved to encourage greater patronage across the Bee Network. He advised members that he was working closely with Dame Sarah Storey to ensure integration of active travel with public transport recognising the connections with work, growth, housing, health and social cohesion. The inspirational vision for the Bee Network of integration of active travel with Metrolink and bus and ultimately rail services using coherent approaches to fares and ticketing alongside information to enable people to make affordable journeys was commended.

The Committee were informed that there had been an emergence of new markets in public transport post pandemic, particularly the leisure market. Furthermore, there is recovery in the use of public transport, however 60% of journeys across Greater Manchester are made by car.

Members were informed that the delivery of the vision for public transport is set out in a detailed plan which the Committee and other groups will receive regular updates on. The plan focuses on four main areas, customers and revenue; operations and network; finance and revenue expenditure and the collective capability to deliver the programme.

It is anticipated that the delivery of the plan will enable reduced and capped bus fares and the operational phasing of bus franchising concluding in 2024. An electric branded fleet will be introduced along with the collaborative procurement of 170 zero emission buses. The Bee Network app will be introduced which will improve the ability to plan journeys in a more effective way along with tap and go payments which will calculate the cheapest fares and will be available across both Metrolink and bus services.

It is further anticipated that the fares and ticketing approach will be implemented across the suburban rail network across GM. Early discussions were underway with the transition team of Great British Railways on how contactless payments can be integrated across rail, Metrolink and the bus network.

The Commissioner highlighted that his priorities were the delivery of the Bee Network to demonstrate to residents the tangible benefits of the vision. Further work in relation to the vast

rail agenda for the region which included HS2 and Northern Power House Rail were also of significant priority along with pursuing joint opportunities with Network Rail on infrastructure.

In thanking the Commissioner for the informative update, members asked what further opportunities were being considered to deliver Metrolink to Stockport. It was advised that separate funding schemes were being explored to enable greater consideration and development of capital funding cases for the extension of the Metrolink network to Stockport and further details will be brought to the Committee in due course.

The role of bus companies as employers to aspire to the commitments of Greater Manchester Good Employment Charter including the real living wage were considered and it confirmed that all companies that apply for franchising must demonstrate their commitment to the Charter. It was suggested and agreed that the Committee express in writing to the GM Mayor, those measures, for example the real living wage which they consider fundamental in the procurement and commissioning of transport services.

The importance for residents to be able to pay cash for public transport was acknowledged and it was confirmed that there was no proposal to withdraw cash payments for public transport in GM.

Members highlighted concern with regards to less reliable operators bidding for services as part of the franchising process. Assurance was provided that work with all operators across the public transport network is done in partnership with all stakeholders and one of the vast benefits of bus franchising is the ability to hold bus operators to account.

Resourcing and measures to deal with crime and Anti-Social Behaviour (ASB) across the public transport network were considered and it was noted that tackling both crime and ASB and increasing visibility across the public transport network was a priority to increase customer confidence.

Fare and pricing structures were discussed and it was advised that an overall pricing strategy for both bus and Metrolink services with a unified cap would be developed and the proposals would be presented to the Committee for further consideration as appropriate.

The work underway to improve accessibility at train stations was recognised and the

Committee expressed their vision to provide step free access at all stations in GM.

The volume of traffic which could be attributed to school travel was discussed and the level of public transport fares for children and the role of active travel was recognised as measures to address school traffic congestion.

It was noted that proposals to introduce capped bus fares was subject to agreement with bus operators and the Committee were advised that intensive discussions are underway to reach agreement ahead of the introduction of £2 and £1 fares in September 2022.

The cost and funding of the capped bus fares proposal were discussed and it was confirmed that a report had been presented to the meeting of the GMCA on Friday 29 July which requested approval to allocate Bus Services Improvement Plan (BSIP) funding to reduce bus fares to a maximum of £2 single fares, £1 for children, with a maximum £5 day ticket, £2.50 for children, from 1 September 2022, subject to agreement with Government and bus operators which would be reviewed after one year. It was suggested and agreed that the report will be shared with Members.

On behalf of the Committee, the Chair thanked the GM Transport Commissioner for the comprehensive update and acknowledged the valuable role in further developing public transport in GM.

Resolved /-

1. That the GM Transport Commissioners update be noted.
2. That separate funding schemes be explored to enable greater consideration and development of capital funding cases for the extension of the Metrolink network to Stockport and further details be brought to the Committee in due course.
3. That it be noted that the Good Employment Charter was enshrined in the bus franchising process.
4. That it be noted that there was no proposal to withdraw cash payments for public transport in GM.
5. That it be advised that one of the vast benefits of bus franchising is the ability to hold bus operators to account.
6. That it be noted that tackling crime and Anti-social behaviour and increasing visibility

across the public transport network was a priority to increase customer confidence.

7. That it be advised that an overall pricing strategy for both bus and Metrolink services with a unified cap would be developed and the proposals would be presented to the Committee for further consideration as appropriate.
8. That the Committee express in writing to the GM Mayor those measures, for example the real living wage which they consider fundamental in the procurement and commissioning of transport services.
9. That it be noted that intensive discussions are underway with bus operators to reach agreement ahead of the introduction of £2 and £1 fares in September 2022.
10. That the report presented to the meeting of the GMCA on Friday 29 July which requested approval for delegated authority to the Chief Executive Officer, GMCA & TfGM, in consultation with the Mayor of Greater Manchester, to allocate Bus Services Improvement Plan (BSIP) funding to reduce bus fares to a maximum of £2 single fares (£1 for children), with a maximum £5 day ticket (£2.50 for children), from 1 September 2022, subject to agreement with Government and bus operators be shared with the Committee.

GMTC 35/22 ACTIVE TRAVEL UPDATE

Richard Nickson, Cycling and Walking Programme Director, provided the Committee with an update on the GM Active Travel programme and its key activities following the first six months of 2022. The report highlighted forthcoming workstreams and areas of challenge across GM, particularly in terms of capital delivery.

Members were advised that GM Active Travel Programme comprises of a broad and extensive range of workstreams and activities which can be broadly split into five 'pillars' of work relating to delivery of the Active Travel components of the GM Bee Network.

The pillars cover strategy and policy development; the infrastructure programmes that deliver the physical network; enhancing access and opportunity to active travel; behavioural change (activation) and safety and road danger reduction. These pillars operate GM-wide, with TfGM typically performing a programme management and assurance function, with onward reporting to both the GMCA, the DfT and Active Travel England as appropriate.

In welcoming the helpful overview, Members suggested that the role of the newly established

Active Travel Sub Committee could be to develop further the relationship between the districts and TfGM regarding the governance and detail of active travel programmes to provide greater assurance.

The Chair suggested and it was agreed that regular progress updates would be reported by district to the Committee and the Active Travel sub-committee as appropriate. It was further requested that regular Active Travel progress updates be shared with Executive Members with transport portfolio responsibility in each of the districts for cascading to all Members.

It was proposed that greater visibility of individual schemes be embedded in future updates along with further surveying of how schemes relate to the wider Bee Network including integration with public transport.

In discussion Members considered the availability of funding for School Street schemes and the challenge in general regarding resourcing active travel schemes. The Committee were encouraged that GM had a pipeline of aspirational and deliverable projects for which bids would be submitted to Active Travel England.

Further detail on the effectiveness of Phase one of the GM Cycle Hire scheme was requested with the possible development of a future business case for further roll out across GM. It was agreed that an update and evaluation of phase one of the scheme would be presented to the Committee at a future date.

Resolved /-

1. That the Active Travel update be noted.
2. That regular Active Travel progress updates by district be reported to the Committee and the Active Travel sub-committee as appropriate.
3. That regular Active Travel progress updates be shared with Executive Members with transport portfolio responsibility in each of the districts for cascading to all Members.
4. That it be agreed that greater visibility of individual schemes be embedded in future updates along with further surveying of how schemes relate to the wider Bee Network including integration with public transport.
5. That the status and delivery performance of the Mayor's Challenge Fund (MCF) and Active Travel Fund (ATF) capital programmes as at the end of Quarter 1 2022/23, and the intention to explore MCF funding reappportionment across GM be noted.

6. That the approach to reallocating ATF2 funding, following a series of scheme withdrawals from the programme be noted.
7. That the emergence and role of Active Travel England, and the timescales for submitting a GM bid to the 4th round of the national Active Travel Fund be noted.
8. That the planned submission of an Active Travel self-assessment form to Active Travel England, on behalf of Greater Manchester be noted.
9. That the progress made with the continued roll-out of the GM Cycle Hire scheme across the Regional Centre, and the revised timeframes for the full public launch be noted.
10. That an update and evaluation of the phase one the GM Cycle Hire scheme be presented to the Committee at a future date.

GMTC 36/22 BUS NETWORK REVIEW

Stephen Rhodes, Customer Director & Interim Head of Bus Services, TfGM presented a report to inform Members of the review of the Greater Manchester Network bus network which TfGM had undertaken with operators, and the approach which TfGM is taking to stabilise the network in advance of the end of Government recovering funding in October 2022. The extensive work undertaken with operators to identify services at risk of reduction or withdrawal and the interventions being pursued to mitigate the impact was acknowledged.

In recognition of the work undertaken by TfGM with operators to stabilise the bus network, the Chair accepted that the circumstances of informing Members of the proposals to mitigate the immediate impact of commercial changes being made was not the typical process. However, the aim of achieving a stable network was acknowledged and officers were requested that moving forward, GMTC and Bus Network Sub Committee in particular, receive early oversight of any dialogue with operators and TfGM on the potential loss of services of similar scale for comment and feedback.

The Chair requested the Committee to approve delegated authority to the Chief Executive, GMCA and TfGM to deal with the actions being taken in respect of the proposed service changes set out in Appendix 1 of the report.

In discussion Members questioned whether there was adequate availability of funding to fulfil tenders alongside the introduction of capped bus fares for all routes. Officers advised that interim funding arrangements ahead of bus franchising had been carefully considered and it

was anticipated that operators would adopt a pragmatic approach to the process to retain and maintain services. It was accepted that the challenge to service delivery was sustainability and all bids would be reviewed to ensure value for money of public finances.

Councillor Meller expressed concern regarding the cross-boundary service 358 and proposed to provide further assistance and engage with Derbyshire CC if required once operator submissions are received.

Members requested assurance that the report provided a comprehensive list of affected services. It was confirmed that all services that operators had formally listed with DfT for implementation from October 2022 were included and it was agreed that future updates would provide further detail of all boroughs affected to enable ward members in districts to receive information of cross borough services.

It was suggested and agreed that TfGM officers would contact Councillor McCusker separately regarding queries relating to bus services 10 and 51.

The Committee conveyed apprehension in approving delegated authority to the Chief Executive, GMCA and TfGM and an alternative process which included Member oversight was considered.

In discussion, it was suggested and agreed that upon completion of the tendering exercise, a briefing paper would be prepared for all GMTC Members to inform the Committee of the proposed TfGM response to commercial services changes notified by operators effective from 30th October 2022.

Furthermore, if required, an extra-ordinary meeting of the Bus Services Committee will be convened, upon request of Members, to further discuss the bus operators proposals and proposed level of intervention for services affected by commercial changes.

Upon satisfactory completion of the process, Members agreed to approve delegated authority to the Chief Executive, GMCA and TfGM in consultation with the Chair and Vice-Chairs of GMTC to deal with the actions being taken in respect of the proposed service changes set out in Appendix 1 of the report.

Resolved /-

1. That the actions being taken in respect of the proposed service changes set out in Appendix 1 of the report be noted.
2. That recognising the approach which TfGM has taken to stabilise the Greater Manchester bus network in advance of the end of Government financial support in October 2022, it be acknowledged that greater and earlier engagement with GMTC Members and the Bus Services sub-committee be undertaken for future potential changes on this scale.
3. That it be noted that extensive engagement is underway with Derbyshire County Council regarding cross boundary services and the offer by Councillor David Meller (Stockport) to further assist once operator submissions are received to progress the process with respect of service 358 be acknowledged.
4. That a briefing paper be prepared for all GMTC Members at the earliest convenience upon completion of the tendering exercise, to inform Members of the proposed TfGM response to commercial services changes notified by operators effective from 30th October 2022.
5. That an extra-ordinary meeting of the Bus Services Committee be convened if required upon request of Members to further discuss the bus operators proposals and proposed level of intervention for services affected by commercial changes.
6. That Members be assured that the report provides a comprehensive listing of services operators formally listed with DfT for implementation from October 2022 and that future updates would provide detail of all boroughs affected to enable ward members in districts to receive information of cross borough services.
7. That further information be provided by TfGM to Councillor McCusker regarding bus services 10 and 51.
8. That delegated authority to the Chief Executive GMCA and TfGM in consultation with the Chair and Vice-Chairs of GMTC to deal with the actions being taken in respect of the proposed service changes set out in Appendix 1 be approved.

GMTC 37/22 WORK PROGRAMME

Resolved /-

That the work programme of the Committee be noted.

GMTC 38/22 DATES AND TIMES OF FUTURE MEETINGS

Resolved / -

1. That the dates of the Full Committee and the Metrolink & Rail Sub Committees for the forthcoming year be agreed.

Metrolink & Rail	16-Sep-22
Bus Services	07-Oct-22
Full committee	14-Oct-22
Metrolink & Rail	11-Nov-22
Bus Services	18-Nov-22
Full committee	09-Dec-22
Metrolink & Rail	13-Jan-23
Bus Services	20-Jan-23
Full committee	17-Feb-23
Metrolink & Rail	03-Mar-23
Bus Services	10-Mar-23
Full committee	17-Mar-23

2. That it be agreed that dates of the Active Travel Sub Committee will be circulated once arranged.