

**MINUTES OF THE GREATER MANCHESTER TRANSPORT COMMITTEE
HELD ON FRIDAY, 8TH NOVEMBER, 2019 HELD AT THE FRIENDS MEETING HOUSE**

PRESENT:

Councillor Mark Aldred (in the Chair)	Wigan Council
Councillor Stuart Haslam	Bolton Council
Councillor Beth Mortenson	Bury Council
Councillor Roy Walker	Bury Council
Councillor Sean Fielding	GMCA
Councillor John Leech	Manchester City Council
Councillor Dzidra Noor	Manchester City Council
Councillor Angeliki Stogia	Manchester City Council
Councillor Howard Sykes	Oldham Council
Councillor Mohon Ali	Oldham Council
Councillor Shah Wazir	Rochdale Council
Councillor Phil Burke	Rochdale Council
Councillor Roger Jones	Salford City Council
Councillor Matt Wynne	Stockport MBC
Councillor Peter Robinson	Tameside Council
Councillor Doreen Dickinson	Tameside Council
Councillor Warren Bray	Tameside Council
Councillor Stephen 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
Peter Boulton	Head of Highways, TfGM
Alex Cropper	Head of Operations, TfGM
Danny Vaughan	Head of Metrolink, TfGM
Caroline Whittam	Head of Rail Franchising, TfGM
Martin Shier	Bus Partnerships Delivery Manager, TfGM
Gwynne Williams	Deputy Monitoring Officer, GMCA
Nicola Ward	Governance Officer, GMCA

GMTC 50/19 APOLOGIES

RESOLVED /-

That apologies were received and noted from Councillor Barry Warner, Councillor David Meller, Councillor Naeem Hassan and Councillor Ateeque Ur-Rehman.

GMTC 51/19 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

RESOLVED /-

1. Delay to the removal of Pacer Trains by Arriva Rail North

- a. That it be noted that a letter had been sent from the Chair of the Transport Committee to the Managing Director of Arriva Rail North in relation to the planned extension of use of the Pacer Trains, and that Chris Jackson had been invited to attend the meeting to address Members' questions.
- b. That it be noted that nine Pacer trains will remain in operation for a few extra weeks due to the delay in the manufacture of the new trains to replace this stock.

2. TfGM Customer Relations officer national award

- a. That it be noted that Anthony Kelly, Customer Relations Officer at TfGM had been recognised for outstanding efforts in customer service and won a national frontline employee of the year award.
- b. That it be noted that the Chair of the Transport Committee write a letter of congratulations to Anthony Kelly on behalf of the Committee.

GMTC 52/19 DECLARATIONS OF INTEREST

RESOLVED /-

That Councillor Phil Burke declared a personal interest in relation to item 10 (Performance Report) as an employee of Metrolink.

GMTC 53/19 MINUTES

RESOLVED /-

That the minutes of the meeting held on 11 October 2019 be approved as a correct record, subject to the inclusion of the attendance of Councillor Moretenson and Councillor Adshead.

GMTC 54/19 TRANSPORT COMMITTEE DRAFT WORK PROGRAMME

Gwynne Williams, Deputy Monitoring Officer for the GMCA took members through the latest work programme for the Greater Manchester Transport Committee.

RESOLVED /-

1. That the work programme for the GM Transport Committee be noted.
2. That consideration be given as to a timely opportunity when the following items could be considered by the Committee as formal reports in addition to any planned informal briefings or site visits –
 - a. GM taxi licensing standards
 - b. Manchester Airport Transformation Plan
 - c. The mis-use of bus lanes

GMTC 55/19 BUS ANNUAL PERFORMANCE REPORT

Alison Chew, Interim Head of Bus Services at TfGM introduced the Annual Performance Report for bus services across Greater Manchester which included data from September 2018 – August 2019 and specifically focussed on the subsidised bus network. The headlines contained within the report showed that across all operators punctuality remained above target but had been declining. However, the subsidised network (which represents 16% of the total network) reported a positive overall picture.

A Member reported that there was a lack of visible communication at Bury Interchange in relation to late and cancelled services, and asked that consideration be given to increasing staff presence and real-time information. Furthermore, the services 471 and 98 were particularly highlighted as regularly being late or cancelled. Diamond and Go North West reported a number of contributing factors to issues with these services, but offered to review whether improvements could be made to improve their performance.

Members commented that in some instances, bus routes remain too long and as a result punctuality was compromised, it was suggested that in particular the route between Manchester and Bury is considered as splitting the journey at a useful point may aid performance. Operators were asked to review routes where this may work in favour of improving punctuality.

Members asked whether leaving the EU would impact the requirement for all buses to comply with Euro 6 emissions standards. Officers reported that whether the UK is in the EU or not, that Operators would be encouraged to meet the highest standard across their fleet, in line with the current Euro 6 thresholds.

A Member questioned why there was some information in relation to the Bus Annual Performance Report in the private part of the meeting, and whether this could be considered in the public part of the meeting. Officers confirmed that there were commercial sensitivities within this information, and that the disclosure of this information would not be in the public interest. In light of Member's comments, it was suggested that this decision be reviewed by the GMCA Monitoring Officer.

In relation to the Our Pass scheme, Members commented that it had been a success, however punctuality issues with buses was impacting young people as the real-time information on travel apps was not always accurate. In response, Stagecoach informed the Committee that they had just revised their app to include a mapping function and more accurate information about delayed

services.

A Member commented that there were significant issues with services 163 and 17 in relation to their punctuality, missing stops and none arrivals, resulting in passengers being left stranded, especially in the early mornings. Diamond Bus offered to review service 163 and respond directly, and Go North West offered to review service 17, and also respond.

In relation to services changes in Oldham, Members reported initial positive feedback as a result of the partitioning of routes to improve reliability but questioned as to whether there was evaluated data to evidence this outcome. Operators reported that these changes had been well received so far.

Members reported that there was a three hour gap between the commercial day service of route 81 and the subsidised evening service, which had potentially contributed to its current low patronage. Officers at TfGM agreed to look at this issue with First Bus and respond directly.

Members expressed their concerns in relation to the planned removal of the North Manchester Ticketing Scheme from January 2020 and the consequential increased cost for passengers, and furthermore, the current issues with Diamond and Go North West buses accepting these tickets. Operators reported no issues with the acceptance of tickets currently, and that the projected impact on passengers following the removal of the North Manchester Ticketing Scheme would be minimal.

A Member commented that there had been some reports of bus stop timetable information not being up to date. Officers commented that there were some issues as a result of the last timetable change, but that these had been dealt with once reported and urged members to report specific incidents as they occur. Further to this, the texting service 8468 was also reporting scheduled times over real time information in some instances. The data available for this was provided by operators and was programmed to revert back to scheduled times if there were any technical issues interfering with transmissions.

As a general point, operators were asked to remind drivers to adhere to scheduled times, especially in relation to evening services.

Members expressed concern that vehicles which only met Euro 4 standards were not of a desired standard for GM, and that an average age of 8.5 was also concerning. Stagecoach reported that they had just purchased an additional 18 new vehicles, which brought the total number of electric vehicles within their fleet to 32. There was also a retrofit scheme underway, to ensure that all the fleet was Euro 6 compliant by mid-2021. Diamond also reported that they have 100 Euro 6 compliant vehicles on order, 50 of which will be working on the network by June 2020. Go Ahead also added that they were currently undertaking a retrofit programme to ensure 100% of their fleet was Euro 6 compliant by 2021.

RESOLVED /-

1. That the Bus Annual Performance Report be noted.
2. That it be noted that Diamond Bus would respond directly to Councillor Walker regarding issues with the performance of service 471.

3. That it be noted that Go North West would respond directly to Councillor Walker regarding issues with the performance of service 98.
4. That it be noted that all operators agreed to review those extra-long routes where splitting the journey may help improve reliability and punctuality.
5. That officers at TfGM review staff presence at interchanges and how to information to passengers could be improved, especially with regards to late or cancelled services.
6. That Members be encouraged to respond to the 'Doing Buses Differently' consultation.
7. That it be noted that the GMCA Monitoring Officer be asked to review the public interest test as to whether individual bus operators performance data should be considered in part A or part B of the Transport Committee meeting.
8. That it be noted that Diamond Bus will liaise directly with Councillor Burke regarding the punctuality and reliability of the 163 service.
9. That it be noted that Go North West will respond to Councillor Burke in relation to concerns regarding service number 17.
10. That TfGM will review the 81 service in relation to concerns about gaps between the commercial daytime service and the subsidised evening service.
11. That it be noted that First Bus will respond directly to Councillor Fielding in relation to the frequency of services 81 and 180.
12. That it be noted that individual operator's ticketing products will be void across First, Diamond and Go North West services until the end of December 2019, under the North Manchester Ticketing Scheme.
13. That it be noted that all operators would remind their drivers to keep to scheduled times, especially on evening services.

GMTC 56/19 HIGHWAYS ANNUAL PERFORMANCE REPORT

Peter Boulton, Head of Highways TfGM introduced a report which provided an overview of the highways network performance. He reported that the 90% journey reliability target was still work in progress, but that there had been significant improvements since the introduction of a 24/7 shared control room. The most significant contributor to issues on the network was roadworks, with Wednesday afternoon being reported as the period with the most significant delays. In relation to the development of the highways network, he reported a number of major schemes underway and also being planned including some key mayoral schemes including Streets for All, The Mayors Challenge Fund and the Greater Manchester Spatial Framework.

In relation to Smart Motorways, Members reported that recently there had been a report from Coroners in Birmingham regarding the number of incidents that had occurred and questioned as to Greater Manchester's current position on the potential for Smart Motorways within the conurbation. Officers agreed to provide this information within the next report on Highways.

A Member queried as to whether all new roads were being built including cycling lanes as per the aspirations of the BeeNetwork, and reported that some Local Authorities were not including cycle lanes within their own funded schemes. Officers replied that any funding for such schemes was being closely monitored against agreed outcomes.

With regards to traffic signals, Members asked how crossing times could remain in favour of pedestrians with minimal impact to traffic flow. Officers reported that this remained a challenge, but that every set of signals was assessed separately and adjusted accordingly. Trials were currently underway in the city centre to look at ways to increase 'active travel' and would be reported back to the Committee in due course.

A Member asked whether planned highways schemes were ambitious enough and whether TfGM had a strong understanding of the public transport world post 2040. Officers reported that they were continually reviewing new technologies, for example Stagecoach had recently trailed driver-less buses within their depot as they are not currently permitted on UK roads.

In relation to failed traffic signals, a member asked what the most effective way for members of the public to report them to TfGM, as past experience had highlighted twitter as the most effective form of reporting. Officers agreed to review the process by which these issues can be reported, but informed Members that the traffic lights are also set to send an automatic message if they fail.

A Member reported a specific issue with a bollard on Stanley Street which forms part of the Guided Busway and was currently not working, resulting in private vehicles using the cut through and impacting the journey time of the V1 and V2 services. Officers agreed to look into this issue.

With regards to current delays on Regent Road and Water Street for vehicles leaving the city centre, a Member asked whether this was due to the closure of Middlewood Street. It was reported that this may be a contributing factor, but that the issue would be reported back to TfGM engineers to review the current traffic pressures in the area.

A Member reported that recent engagement with Urban Traffic Control at TfGM had been very positive, and that an engineer had met with local councillors to determine the most effective crossing times for the A6.

In relation to implied zebra crossings, Members questioned as to the perceived timeframe on the latest Government proposals. It was suggested that an update on this, and research to date could be included within the Mayor's Challenge Fund report in January.

A Member asked whether there were remedial works planned for the A6MARR following numerous incidents of flooding. It was reported that Stockport Council were currently awaiting the outcome of a recent consultant's review into the cause of the issues.

RESOLVED /-

1. That the Highways Annual Performance Report be noted.
2. That information in relation to the evaluated data and future proposals for smart motorways be included in a future highways report.

3. That the outcomes of the evaluation of traffic signal timings in relation to the time allocated for pedestrians to cross be brought back to a future meeting.
4. That TfGM be asked to review whether members of the public are aware as to how to promote traffic signal failures.
5. That TfGM review the status of the bollard issues on Stanley Street in relation to services V1 and V2 and report back directly to Councillor Marshall.
6. That issues in relation to leaving the City Centre via Regent Road/Water Street as a result of the temporary closure of Middlewood Street be considered by engineers and reported back to Councillor Marshall.
7. That information on any proposals for 'implied zebra crossings' be included in the Mayor's Challenge Fund report in January 2020.

GMTC 57/19 HIGHWAYS AND CONGESTION UPDATE

Bob Morris, Chief Operating Officer TfGM took Members through an overview of progress of the implementation of the Greater Manchester Congestion Deal since its launch in March 2018. He reported that through travel demand management there had been a visible difference to peak travel times, with the early morning build up beginning one hour earlier. Some major schemes have also contributed to increasing the network capacity (Regent Road has given a 10-15% increase to capacity levels), however as demand remains high this capacity had soon been filled.

Members were aware of continued population growth within Greater Manchester and asked whether officers had forecasted figures as to network demands in the future, and how this would impact congestion. Officers reported that there had been no increase to traffic volume over the past year, but that forecasting over a long period was difficult due to a number of determining factors. TfGM were still pursuing Highways England for a combined approach to their North West Quadrant Survey.

A Member informed the Committee that there had been a recent discussion at the Transport Select Committee regarding the challenges faced by Smart Motorways and suggested that the transcript of this session be shared with other Members. Officers added that there had been some particular successes of smart motorways, especially noted in relation to the M6.

RESOLVED /-

1. That the Highways and Congestion Update be noted.
2. That data in relation to the number of cars on the road, and forecasted levels be included in a future highways report.
3. That a link to the minutes of the recent discussion at the Transport Select Committee on smart motorways be shared with Members.

GMTC 58/19 ROAD SAFETY AND ENFORCEMENT

Peter Boulton, Head of Highways TfGM introduced a report which provided an overview of Greater Manchester's road safety performance and the role of Safer Roads Greater Manchester. He highlighted that there had been a 5% reduction in KSI (killed and seriously injured) cases between 2017 and 2018 but that further reduction would be required in order to meet the Department for Transport forecast for 2020. Over the past 12 months there had been 60 fatal casualties across Greater Manchester, with a clear spike in April 2019 attributed in part to a lengthy period of warm weather. A significant proportion of these and KSIs were vulnerable road users such as children and the elderly.

Members welcomed a downward trend in KSI but were keen to support the ambition to eradicate such incidents and questioned as to whether the necessary funding was available to support this. Officers confirmed that there was partnership funding from Local Authorities, Greater Manchester Police (GMP) and TfGM to support such interventions. Furthermore, to address residents' concerns regarding speeding vehicles, the new Transport Unit for GMP was due to be established in November 2019.

In respect of pavement parking and the problems it raises for vulnerable road users, officers responded that the Transport Unit will also support future campaigns and communications regarding this issue.

A member questioned as to why Greater Manchester appeared as one of the lowest areas for KSI casualties, and it was confirmed that currently GM do not report via CRaSh (Collision reporting and sharing) and therefore information was not available in real-time.

Members raised their concerns regarding pedestrians and cyclists using their mobile phones whilst travelling, and urged that TfGM remind all road users of their personal responsibility for road safety.

In relation to speed cameras, Members questioned as to how many across the network were new generation. Officers confirmed that currently the network had a mixture of analogue and digital cameras, with the ambition to convert the whole network to digital as soon as possible. Further to this, a bid had recently been submitted to the Mayor's Challenge Fund to fund the remaining upgrades.

A Member sought further clarification as to the criteria for determining the location of additional speed cameras, and it was suggested that the Road Safety Partnership be invited to explain this to the Committee at a future meeting, and further explain their governance arrangements.

The report detailed areas where road safety schemes were already being funded and Members suggested that further information could be shared as to the impact of these schemes at a future meeting.

In relation to comparative road safety data, a Member suggested that comparisons could also be drawn with similar sized European cities as this information was already publically available via OECD.

RESOLVED /-

1. That the road safety and enforcement update be noted.
2. That TfGM report back directly to Councillor Adshead on the 'other casualties' as detailed on page 82 of the report.
3. That GMP be invited to attend the next meeting to discuss the digitalisation of speed cameras, and the criteria that the Road Safety Partnership use to determine whether an additional camera should be added to the network.
4. That the impact of previously funded road safety schemes be included in a future report to the Committee.
5. That future reports on road safety should also include comparative data with other similar cities across Europe.

GMTC 59/19 TRANSPORT NETWORK PERFORMANCE REPORT

Bob Morris, Chief Operating Officer TfGM took the Committee through the latest Transport Network Performance Report which provided an overview of the network during September 2019. He reported that despite a number of large scale events and incidents during the period, that there had been minimal impact to the transport network due to effective planning. However, the performance of Metrolink had been slightly below target due to a number of vehicles being out of service.

Members were concerned about the removal of the North Manchester Ticketing Scheme and the impact of increased fares for passengers. Operators reported that their projections showed minimal impact as the future fares had been aligned across operators and there would be increased communication with passengers in the lead up to the changes.

In relation to the train service to Southport being removed from the Atherton line, a Member asked that Salford officers be included in any future conversation about timetable reviews, with respect to the potential impact on Salford residents.

RESOLVED /-

1. That the Transport Network Performance Report be noted.
2. That it be noted that Arriva Rail North will invite Salford Council officers to their next timetable consultation in relation to services to Southport.
3. That it be noted that First and Diamond Bus will review the impact to passengers as a result of the North Manchester Ticketing Scheme ending as part of their next fare structure review.
4. That information on the impact of short formed trains be included in the Rail Performance Report to the Committee in December.

GMTC 60/19 EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED /-

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.

GMTC 61/19 BUS ANNUAL PERFORMANCE REPORT - PART B

RESOLVED /-

That the report be noted.