

**MINUTES OF THE VIRTUAL MEETING OF THE GREATER MANCHESTER TRANSPORT COMMITTEE  
HELD ON FRIDAY 10 JULY VIA MICROSOFT TEAMS**

**PRESENT:**

Councillor Mark Aldred (in the Chair)	Wigan Council
Councillor Stuart Haslam	Bolton Council
Councillor Richard Gold	Bury MBC
Councillor Phil Burke	Bury MBC
GM Mayor Andy Burnham	GMCA
Councillor Sean Fielding	GMCA
Councillor John Leech	Manchester City Council
Councillor Dzidra Noor	Manchester City Council
Councillor Ateeque Ur-Rehman	Oldham Council
Councillor Doreen Dickinson	Tameside Council
Councillor Warren Bray	Tameside Council
Councillor Nathan Evans	Trafford Council
Councillor Steve Adshead	Trafford Council
Councillor Barry Warner	Salford Council
Councillor Roger Jones	Salford Council
Councillor Angie Clark	Stockport MBC
Councillor David Meller	Stockport MBC
Councillor Shah Wazir	Rochdale Council

**OFFICERS IN ATTENDANCE:**

Bob Morris	Chief Operating Officer, TfGM
Simon Warburton	Transport Strategy Director, TfGM
Alison Chew	Interim Head of Bus Services, TfGM
Stephen Rhodes	Customer Director, TfGM
Nick Roberts	Head of Services & Commercial Development, TfGM
James Baldwin	Senior Policy Officer, TfGM
Simon Elliott	Head of Rail Programme, TfGM
Gwynne Williams	Deputy Monitoring Officer, GMCA
Nicola Ward	Governance Officer, GMCA

**GMTC 41/20 APOLOGIES**

**Resolved /-**

That apologies be noted and received from Councillor Howard Sykes (Councillor Angie Clark substituting).

**GMTC 42/20 APPOINTMENT OF CHAIR FOR 2020/21**

**Resolved /-**

That Councillor Mark Aldred be appointed as Chair of the GM Transport Committee for 2020/21.

**GMTC 43/20 APPOINTMENT OF VICE CHAIRS FOR 2020/21**

**Resolved /-**

That Councillors Roger Jones and Doreen Dickinson be appointed as Vice Chairs of the GM Transport Committee for 2020/21.

**GMTC 44/20 MEMBERSHIP FOR 2020/21**

**Resolved /-**

That the membership of the GM Transport Committee for 2020/21 be noted as below.

<b>Members</b>	<b>Representing</b>	<b>Political Party</b>
Stuart Haslam	Bolton	Conservative
Richard Gold	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
Joanne Marshall	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
Mark Aldred	Mayoral appointment	Labour

<b>Substitutes</b>	<b>Representing</b>	<b>Political Party</b>
Derek Bullock	Bolton	Conservative
Beverley Fletcher	Bolton	Conservative

Lucy Smith	Bury	Labour
Basat Shiekh	Manchester	Labour
Eddy Newman	Manchester	Labour
tbc	Rochdale	Labour
Mike McCusker	Salford	Labour
Matt Wynne	Stockport	Labour
tbc	Tameside	Labour
James Wright	Trafford	Labour
Paul Prescott	Wigan	Labour
Eamonn O'Brien	GMCA	Labour
David Wilkinson	Mayoral appointment	Liberal Democrat
John Hudson	Mayoral appointment	Conservative
Linda Holt	Mayoral appointment	Conservative
Angie Clark	Mayoral appointment	Liberal Democrat

#### **GMTC 45/20 MEMBERS CODE OF CONDUCT**

Gwynne Williams, Deputy Monitoring Officer, GMCA reminded Members of their obligations under the Code of Conduct with specific reference to declaring a personal or prejudicial interest.

#### **Resolved /-**

That the GMCA Members Code of Conduct be noted.

#### **GMTC 46/20 TERMS OF REFERENCE AND RULES OF PROCEDURE**

Gwynne Williams, Deputy Monitoring Officer, GMCA informed Members that the Terms of Reference and Rules of Procedure had been included within the agenda documentation for their information.

#### **Resolved /-**

That the GM Transport Committee Terms of Reference and Rules of Procedure be noted.

#### **GMTC 47/20 APPOINTMENTS TO OUTSIDE BODIES**

#### **Resolved /-**

1. That Councillors Phil Burke, Atteque Ur-Rehman, Roger Jones, Mark Aldred and Doreen Dickinson be appointed to the Greater Manchester Accessible Transport Board.
2. That Councillor Angeliki Stogia be appointed to the Green City Region Partnership.

## **GMTC 48/20 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

The Chair welcomed Members to the first meeting of the Greater Manchester Transport Committee this municipal year. Members requested that following the first year under the new Terms of Reference that consideration was given as to how the governance arrangements may further support an opportunity for detailed review of performance across all modes, and specifically allow for Member's close engagement with the bus reform agenda.

### **Resolved /-**

That Officers review the Committee's current governance structures to ensure that detailed consideration can be given to any planned changes in bus services.

## **GMTC 49/20 DECLARATION OF INTERESTS**

### **Resolved /-**

That it be noted that Councillor Phil Burke declared a personal interest in relation to item 11, Transport Network Performance as an employee of Metrolink.

## **GMTC 50/20 MAYORAL UPDATE**

Andy Burnham, Mayor of Greater Manchester joined the Committee to give a mayoral update. He thanked operators and TfGM for maintaining a service through the recent tough months in the midst of the Coronavirus pandemic.

He reminded Members that the current climate both gave significant challenges in running a public transport system under the restraints of Covid, but also significant opportunities to accelerate the reform agenda and do things differently. Patronage levels had fallen to single figures on some modes, but with the recent Government announcements we would be people would now be returning back to work and therefore an increase of passengers across the public transport system was envisaged. The next challenge would be to ensure that there was enough capacity (on socially distanced units) to meet this growing demand, this was currently being managed effectively on a ten minute timetable for Metrolink with double units being used on all services.

One of the other most significant challenges was in relation to face covering compliance, and the GM Mayor reported compliance levels of c. 80% on Metrolink peak services, but with a tail off as the day progressed to some services only experiencing 50% compliance later in the afternoon/evening. Similar patterns had been seen on bus services, and it was necessary that this was collectively addressed through shared messaging and stronger visible enforcement across all modes.

The GM Mayor was also aware of the need to build public confidence in returning to the public transport network, which was one of the key drivers for the 'Return to the City' event later this month, encouraging people back to their places of work and the impact that this would then have on local economic growth.

There were ongoing discussions with Central Government regarding data from the pillar 2 testing system, as GM was not currently receiving this data resulting in an inaccurate picture of the local covid situation. The Mayor had been clear that without this data, GM could not assure its residents that authorities were armed with all the information necessary to chase down any rises in cases and prevent any potential local lockdowns.

With regards to Metrolink funding, Government had only agreed a short term arrangements until August 3, covering 95% of costs. However, an extension to this arrangements and some longer term assurances were being sought to ensure that the Metrolink platform could assist with the city's wider recovery.

In relation to opportunities through Covid-19, the GM Mayor reported on the significant increase in walking and cycling journeys, and as a result, Government's investment into pop up new measures for the cycling and walking network. As many people in GM do not have a car, there was a clear need to increase space for non-car users to travel which would also hopefully encourage those with cars to choose not to drive and reduce congestion. The Mayor urged Members of the Transport Committee to champion the 'Mayors Cycling and Walking Challenge Fund' locally and help identify new schemes.

A reformed public transport network would also support GM's clean air agenda, and further our ambitions for a minimum set of taxi standards. To enable the sub region to meet its own zero carbon emissions target, a London-style multi modal public transport network was key. There was an unprecedented opportunity for GM as Government begins to fund public transport systems outside of London to re-think our proposals and engage in constructive discussions about the future network.

Members questioned as to how face mask enforcement could be further enforced on Metrolink without the by-laws being amended. The GM Mayor reported that currently, people who refuse to wear a face covering could be subject to a £100 fine. Further communications were planned to increase the visibility of this potential enforcement, and a multi-organisational week of action was planned with GMP, British Transport Police and the Travel Safe Unit to support this campaign.

In relation to the lack of long term funding for Metrolink, Members raised their concerns that this had only being approved until August. The GM Mayor shared these concerns, and reported that Transport for London had received a bail out of £1.6b, which was much more than GM were asking. He urged for a cross-party approach to lobby Government further on this issue.

With regards to the Walking and Cycling Mayors Challenge Fund schemes, Members questioned as to which schemes will be approved. The GM Mayor reported that each GM Local Authority was being asked to make their submissions to the scheme by next week, which would be categorised against DfT criteria before being taken forward. He further informed the Committee that there would be a tranche 2 of schemes to allow an opportunity for schemes that had not yet been developed.

Members asked whether there was any evidence of people not wanting to return to the public transport network for fear of other people not wearing face coverings. The GM Mayor reported that there had been some research undertaken by Transport Focus which had indicated that

30% of people currently were dissuaded to return to the network if other people were not wearing face coverings.

In relation to the increase of cycling, Members questioned as to whether this increase had continued through lockdown. The GM Mayor commented that numbers of journeys had tailed off a little, but that this may be weather dependant. Overall, there had been an uplift of 22% since before lockdown.

Members expressed their concern of the impending deadline for the implementation of a 'Clean Air Zone' and urged that Government gave more time to Local Authorities to develop their plans to ensure that there was no negative impact to small businesses. The GM Mayor shared the same concerns, and agreed that Covid would permanently change the way the world worked. He added that behavioural changes such as an increase in online shopping would see a permanent increase in vans on the road, and that in respect of this new landscape, some key Transport Plans should be intelligently looked at again to ensure they reflect where we are now.

A Member had experienced a safe journey when travelling recently on Metrolink, but questioned as to how this would be maintained once more people began returning to work and capacity levels were reached. The GM Mayor recognised that there would be a fine balancing act needed and some difficult times for transport ahead. In respect of offering free parking in city centres, this should be looked at on a sectoral basis to support those front line staff who need their cars to work.

Members urged that throughout August there should be a strong message to the public that the transport network was safe to use, and the necessary preparations were being put into place to support people back to education and work in September. The GM Mayor reminded the Committee that people were already returning back to work, and so the message needs to start now and standards maintained to strengthen public confidence in the cleanliness and safety of the public transport network, especially with the prospect of a winter period with no vaccine for Covid-19.

#### **Resolved /-**

1. That the issue of non-compliance in relation to the wearing of face coverings, and patterns of compliance throughout the day be noted.
2. That plans for the 'Return to the City' event later this month, encouraging people to return to work safely be noted.
3. That it be noted that the Mayor is in dialogue with central Government to ensure GM receives the most up to date and accurate Covid-19 data to ensure that the sub region is as informed as possible and can deal with any potential spikes as they begin to arise.
4. That it be recognised that a stable platform for Metrolink funding is crucial to the recovery of Greater Manchester, and there is cross-party support for further lobbying on this issue.
5. That the GM Transport Committee has a role in relation to ensuring the right schemes for the Mayors Cycling and Walking Challenge Scheme are brought forward, and ensuring a coherency across GM.

6. That the potential for a second wave of Covid-19 through the winter and implications for the public transport system be noted.
7. That TfGM review each of the GM Transport Plans in light of the new climate and 'Living with Covid' recovery phase.
8. That GM communications be reviewed to ensure a message of safe travel on the public transport network is foremost.

#### **GMTC 51/20 TRANSPORT NETWORK PERFORMANCE REPORT**

Bob Morris, Chief Operating Officer TfGM took Members through the latest Transport Network Performance Report which covered March-June 2020.

#### **Resolved /-**

That the report be noted.

#### **GMTC 52/20 TRANSPORT SUPPORTING GREATER MANCHESTERS RECOVERY**

Stephen Rhodes, Customer Director, TfGM introduced a report which provided an update on the approach to planning how transport could help Greater Manchester's recovery from the impact of the Covid-19 pandemic.

Members asked whether there had been a re-calculation of the cost of bus reform as a result of the down turn in patronage during lockdown. Officers reported that bus reform was a major initiative and that it was too early to take a definitive view as to a re-calculation but this would be reviewed and brought back to the Committee in due course.

#### **Resolved /-**

1. That the report be noted, and the approach to recovery planning being undertaken by TfGM be endorsed.
2. That a future report on the bus reform initiative be brought back to the Committee.

#### **GMTC 53/20 FORTHCOMING CHANGES TO THE BUS NETWORK**

Nick Roberts, Head of Services & Commercial Development, TfGM took the Committee through a report that informed Members of the changes that have taken place to the bus network since the last Greater Manchester Transport Committee meeting, in addition to report on consequential action taken or proposed by Transport for Greater Manchester and sought guidance from Members on proposed Transport for Greater Manchester action.

#### **Annex A**

With regards to the 393-10 service, Members questioned as to the timing of the changes despite a recent petition from local residents. Officers confirmed that these changes had been reviewed, and the feedback from residents received resulting in the proposal to re-route the new service from September.

A Member raised concern as to the changes planned for service 42b, and whether the closure to Blackfriars Street would have further impact on this service. Stagecoach offered to check the situation with this service, and reply directly to Councillor Leech. Other operators also reported the significant issues caused by the closure of Deansgate and Blackfriars Street and the resulting additional journey time for passengers. They urged for early information in relation to road closures so that any diversions could be reviewed to minimise the impact on passengers.

In relation to service 574, Members reported that this serves a high proportion of elderly residents and communities of multiple deprivation, and therefore urged officers to consider alternative action rather than the reduction of this service. Officers agreed to review the options for this service and report back to Cllr Haslam.

With regards to the re-tender of the X58 in Rochdale, Members queried as to whether this had been issued. Officers agreed to check and report back to Cllr Burke.

## **Annex B**

In relation to service X30, Members asked whether a higher profile could be granted to help encourage patronage growth and questioned as to whether MAG were consulted on its removal. Officers agreed to check the consultation was undertaken, but confirmed that due to low demand this service was no longer commercially viable, however it would be kept under review.

## **Annex C**

The withdrawal of Manchester Community Transport in April 2020 had caused significant impact to the network, particularly services 171 – 179. Members raised concerns regarding these services as there was a high population in that area who relied on bus services, especially in relation to access to Wythenshawe hospital. Officers agreed to review these services and report back to local councillors.

Members urged for as much notice as possible in relation to planned timetable changes so that they could be prepared for questions from members of the public and engage with putting forward potential options. Officers agreed to review the formal deadline for communication with Elected Members.

With regards to services 307/308, Members expressed their dissatisfaction with the proposed removal of services to Bramhall, and although the commercial reasons were understood, urged officers to review the potential for amending other routes to cover the loss of this route. Officers confirmed that there were already a number of alternatives for this route, but would look at again.

## **Resolved /-**

1. That the report be noted.
2. That the changes to the commercial network and the proposals not to replace the de-registered commercial services as set out in Annex A be noted.
3. That it be agreed that no action is taken in respect of changes or de-registered commercial services as set out in Annex A.
4. That it be noted that Stagecoach would review patronage levels on the X30 service once the airport begins to see greater levels of passengers.
5. That it be noted that Stagecoach would report back directly to Cllr Leech on the proposed changes to the 42b service.
6. That the impact of the closure of Blackfriars Street and Deansgate be noted, and that conversations were ongoing with Manchester City Council as to whether other routes could be opened to minimise the disruption to passengers.
7. That TfGM review the options for mitigating the impact of changes to service 574, and keep Cllr Haslam up to date as appropriate.
8. That TfGM report back to Cllr Burke as to whether a new tender has been sought for the X58 service.
9. That the proposed action taken in respect of changes or de-registered commercial services as set out in Annex B be approved.
10. That TfGM check that communications to Manchester Airport Group regarding the proposed changes to the X30 service.
11. That the proposed changes to general subsidised services set out in Annex C be approved.
12. That TfGM review alternatives for passengers along route 171-179 to Wythenshawe hospital, and keep local councillors informed.
13. That TfGM respond directly to the questions raised via email from Cllr Clark.
14. That the emergency changes to general subsidised services set out in Annex D be approved.
15. That TfGM give further consideration as to how Local Councillors could be informed of proposed changes as early as possible going forward.
16. That TfGM will review the alternative services for the removal of the 307/308 service.

#### **GMTC 54/20 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 55/20 FORTHCOMING CHANGES TO BUS SERVICES - PART B**

**Resolved /-**

That the report be noted.