

**MINUTES OF THE  
GREATER MANCHESTER TRANSPORT COMMITTEE  
HELD ON FRIDAY 17 JUNE 2022 AT MANCHESTER TOWN HALL**

**PRESENT:**

Councillor Andrew Western (in the Chair)	GMCA
Councillor Mohammed Ayub	Bolton Council
Councillor Stuart Haslam	Bolton Council
Councillor Kevin Peel	Bury Council
Councillor Jo Lancaster	Bury Council
Councillor Dzidra Noor	Manchester City Council
Councillor Tracey Rawlins	Manchester City Council
Councillor Howard Sykes	Oldham Council
Councillor Phil Burke	Rochdale MBC
Councillor Aasim Rashid	Rochdale MBC
Councillor Warren Bray	Tameside MBC
Councillor Doreen Dickinson	Tameside MBC
Councillor Roger Jones	Salford Council
Councillor Damian Bailey	Salford Council
Councillor Angie Clark	Stockport MBC
Councillor David Meller	Stockport MBC
Councillor Aiden Williams	Trafford Council
Councillor Mark Aldred	Wigan Council
Councillor John Vickers	Wigan Council

**OFFICERS IN ATTENDANCE:**

Eamonn Boylan	GMCA & TfGM
Bob Morris	TfGM
Peter Boulton	TfGM
Nick Roberts	TfGM
Danny Vaughan	TfGM
James Baldwin	TfGM

**OFFICERS IN ATTENDANCE:**

Gwynne Williams

Deputy Monitoring Officer, GMCA

Nicola Ward

Senior Governance Officer, GMCA

Lindsay Dunn

Senior Governance Officer, GMCA

**ALSO IN ATTENDANCE:**

Councillor Tommy Judge

Manchester City Council

Charlie French

Avanti

Anthony Hunt

Arriva

Chris Jackson

Northern

Guillaume Chanussot

KAM Metrolink

Danielle Lahan

Network Rail

Nigel Featham

Go North West

**GMTC 13/22      APOLOGIES**

**Resolved /-**

That apologies be received and noted from Councillors Naeem Hassan and Linda Blackburn.

**GMTC 14/22      APPOINTMENT OF CHAIR FOR 2022/23**

**Resolved /-**

That it be recommended to the GM Mayor that Councillor Andrew Western be appointed as Chair of the GM Transport Committee for 2022/23.

**GMTC 15/22      APPOINTMENT OF VICE CHAIRS TO THE COMMITTEE**

**Resolved /-**

That Councillors Mark Aldred and Doreen Dickinson be appointed as Vice Chairs of the GM Transport Committee for 2022/23.

**GMTC 16/22      MEMBERSHIP FOR 2022/23**

**Resolved /-**

1. That the membership of the Committee for the forthcoming year be noted as below

## Members

Andy Burnham	GM Mayor	Labour
Andrew Western	GMCA	Labour
Stuart Haslam	Bolton	Conservative
Kevin Peel	Bury	Labour
Naeem Hassan	Manchester	Labour
Dzidra Noor	Manchester	Labour
George Hulme	Oldham	Labour
Phil Burke	Rochdale	Labour
Roger Jones	Salford	Labour
Angie Clark	Stockport	Liberal Democrat
Warren Bray	Tameside	Labour
Aidan Williams	Trafford	Labour
John Vickers	Wigan	Labour

## Mayoral appointments

Mohammed Ayub	Mayoral - Bolton	Labour
Jo Lancaster	Mayoral Bury	Conservative
Tracey Rawlins	Mayoral - Manchester	Labour
Howard Sykes	Mayoral - Oldham	Liberal Democrat
Aasim Rashid	Mayoral - Rochdale	Labour
Damian Bailey	Mayoral - Salford	Labour
David Meller	Mayoral - Stockport	Labour
Doreen Dickinson	Mayoral - Tameside	Conservative
Linda Blackburn	Mayoral - Trafford	Conservative
Mark Aldred	Mayoral - Wigan	Labour

## Substitutes

Amanda Chadderton	GM Mayor sub	Labour
Eamonn O'Brien	GMCA sub	Labour
Stuart Hartigan	Bolton	Conservative
Noel Bayley	Bury	Labour
Tommy Judge	Manchester	Labour
Chris Wills	Manchester	Labour
Kyle Phythian	Oldham	Labour
tbc	Rochdale	Labour
Mike McCusker	Salford	Labour
Steve Gribbon	Stockport	Liberal Democrat
Janet Jackson	Tameside	Labour

Stephen Adshead	Trafford	Labour
tbc	Wigan	Labour
Mohammed Iqbal	Mayoral	Labour
Patricia Sullivan	Mayoral	Conservative
Tom McGee	Mayoral	Labour
Luis McBriar	Mayoral	Conservative
tbc	Mayoral	Conservative
Tbc	Mayoral	Liberal Democrat

2. That it be noted that the Liberal Democrat group would be submitting a Substitute Member for their Mayoral appointment in due course.

**GMTC 17/22 APPOINTMENTS TO THE GMTC SUB COMMITTEES – BUS SERVICES AND METROLINK & RAIL**

**Resolved /-**

That the appointment to these Sub Committees be deferred until the Committee can give consideration to the option for another Sub Committee, with an Active Travel focus, at their next meeting.

**GMTC 18/22 MEMBERS CODE OF CONDUCT**

**Resolved /-**

That the Code of Conduct be noted.

**GMTC 19/22 TERMS OF REFERENCE AND RULES OF PROCEDURE**

**Resolved /-**

That the Terms of Reference and Rules of Procedure be noted.

**GMTC 20/22 APPOINTMENTS TO OUTSIDE BODIES**

**Resolved /-**

1. That Councillors Burke, Jones, Aldred, Hassan and Dickinson be appointed to the Grater Manchester Accessible Transport Board.
2. That the appointment of one member to the Green City Region Partnership be deferred until the next meeting.

**GMTC 21/22 CHAIRS ANNOUCEMENTS AND URGENT BUSINESS**

**Resolved / -**

There were no Chairs announcements or urgent business.

**GMTC 22/22 DECLARATIONS OF INTEREST**

**Resolved / -**

That Councillor Phil Burke declared a personal interest in relation to item 13 – Transport Network Performance.

**GMTC 23/22 MINUTES OF THE GREATER MANCHESTER TRANSPORT COMMITTEE – 24 MARCH 2022**

**Resolved /-**

That the minutes of the GM Transport Committee meeting held 24 March 2022 be approved as a correct record.

**GMTC 24/22 GREATER MANCHESTER'S BEE NETWORK**

The GM Mayor, Andy Burnham, provided a verbal presentation to the Committee on the current status of the Bee Network, reminding members that this ambition marked a huge reform of public transport in Greater Manchester and the team were on the cusp of significant delivery. Over the past twelve months there had been remarkable traction including the arrival of 15 new trams, an additional 200 electric charging points and the introduction of a bike hire scheme for GM. As we move into the bus franchising programme, there would be further clear

and publicly visible signs of a new, improved and better integrated public transport system. To assist with the delivery and challenges ahead, Vernon Everitt had been appointed as Greater Manchester's Transport Commissioner, bringing with him a wealth of experience from Transport for London, including the introduction of the Oyster Card integrated ticketing system.

In recognition of the cost of living pressures on families in Greater Manchester, the most recent announcement had outlined ambitions for a flatter fare structure, beginning with capped single bus journey fares of £2 per adult and £1 per child. This would see the biggest change to the fare structure in the last 36 years and despite the financial risks, Leaders across GM have agreed that it is the right thing to do to incentivise public transport and help people to access work and leisure experiences affordably. Reduced fares will go some way to increasing patronage back onto the network, and will be supported by an extensive media campaign, seeking support from Greater Manchester residents to actively support their public transport system.

Current patronage levels remain at circa 80% of pre-pandemic levels for bus and 70% pre-pandemic levels for Metrolink, without further recovery funding being made available from Government, there will be a significant risk to the network if passenger numbers do not increase and current service levels can be stabilised.

In relation to rail, the HS2 Phase 2b Bill challenge remained ongoing through Government, regarding which GM had shared concerns over the current proposals for Manchester Piccadilly turning ground level station and the lack of interconnectivity at the proposed Manchester Airport station. There were also wider concerns regarding the investment levels on the rail network as a whole, noting that there had been a number of proposals that would see investment unlocking the congestion along the Manchester Corridor specifically. This was further impacted by the revisions to the Northern Powerhouse Rail proposals and the removal of the Golborne link in the HS2 proposals. Although GM support the HS2 Phase 3b Bill in principle, Greater Manchester's concerns regarding a significantly changing context were clear.

The second phase of the Bee Network delivery was envisaged to see full integration of bus, tram, bike, rail by the end of the decade, focussing first on joined up commuter journeys and rail station devolution.

The Mayor outlined a clear role for the Transport Committee in shaping the current and future network to meet the needs of communities. It was noted that with the new Chair appointment, the Committee could also be more closely aligned with the GMCA. Clearly defining the Committee's role would also provide clarity on how it can contribute to the decision making process within the Combined Authority.

In response, the Chair of the Committee congratulated officers at TfGM and the GM Mayor for the clear deliverables which had already been achieved for the Bee Network and welcomed the continued delivery at pace over the coming year.

Members were concerned about the lack of financial support provided to Metrolink, especially in a post-pandemic landscape and the potentially required fare levels as a result. The Mayor responded by explaining that bus franchising would open up further opportunities to keep the cost of Metrolink tickets to a minimum through dual-ticketing options and enhanced linkages between modes. With other countries across the EU offering 9 Euro unlimited monthly tickets for rail, it was recognised that operators in the UK needed to do more.

The political consensus to deliver HS2 remained, however members were concerned about the removal of the Golborne link and no proposals to fill the void that this now created. As Great British Rail became established, it would be useful for the Committee to work with the transition team to ensure the best outcomes for GM.

As a result of the amendments to the BSIP (Bus Service Improvement Programme) bid, members asked where the impacts would be most felt. It was confirmed that timetable frequency would be likely to suffer as funding and current patronage levels do not allow for high frequency services on all routes. However positively, there had been some indication from Government Ministers that the BSIP monies would be recurring and therefore would be able to support some of the levelling up missions.

Members were concerned about the ongoing legal action regarding bus franchising and the impact that this could potentially have on delivery. The GM Mayor advised that the next hearing date for the appeal was the 12 July, at which Rotala would be challenging TfGM on the basis that there was no statutory need for a second audit post pandemic. Despite this legal delay, officers were moving ahead with the significant programme of work.

Members reiterated the important role of the Committee in holding transport operators to account, and the Mayor concurred that there were many frustrations with the running of the current system that offered poor value for money.

In relation to the potential tram-train service to Middleton, the Mayor confirmed that his remained a commitment to which there had been money defined in the CRSTS (City Region Sustainable Transport Settlement) for a feasibility study to identify the options. This would be brought back to the Committee in due course.

There was evident cross party support for HS2, however it was noted that the initial objective was to reduce congestion around the city centre stations, and this appeared to not be as strong in the current proposals. The Mayor welcomed this support and agreed that the capacity argument for HS2 was one of the most significant selling points in the initial discussions, it was never just about journey times to London and there were concerns that the proposals for Manchester Piccadilly would not be future proof for any further patronage uplifts.

The removal of the Golborne link in the HS2 proposals was of concern to members as further infrastructure plans were dependent on its delivery. The Mayor reported that a reinstatement of the Golborne link was unlikely, however that £3b saving should be put to use on improving other infrastructure proposals for Greater Manchester to which the whole conurbation would see a benefit.

Members felt that school bus services should also be seen as an integral part of the future Bee Network ensuring integration with other services to reduce the need for parents to take their children by car. The Mayor acknowledged that school buses were key for the public transport system and that bus franchising provided an opportunity for these services to be re-thought out.

### **Resolved /-**

1. That the GM Mayor's verbal update on the Bee Network be noted.
2. That the enhanced role of the Committee be more clearly defined including how it can more effectively contribute to the decision making of the Combined Authority.
3. That the tram-train to Middleton remained a Mayoral commitment and that further details of the work undertaken to date on this be brought to the Committee in due



course.

4. That effective school bus services were key to an effective public transport system and at a timely opportunity the Committee receive a report as to how bus franchising can create an opportunity to review how it currently functions.

## **GMTC 25/22      TRANSPORT NETWORK PERFORMANCE**

Bob Morris, Chief Operating Officer TfGM took members through the latest performance across all modes of travel, citing that there had been 50m trips taken throughout May, which was significantly lower than those taken in the same month in 2019, there had also been a 9% decrease in trips made by public transport.

However, overall Metrolink patronage levels were circa 70% of pre-pandemic levels, evidencing an overall slight increase in numbers. The majority of planned new trams had also been delivered which would increase the capacity further on the network. In addition, park and ride facilities at Radcliffe and Whitefield had been further expanded.

There had been a number of recent challenges for the bus network due to large scale events, congestion and lack of driver availability. The volume of traffic on the highway network had been somewhat constant over recent weeks, however there had been an increase in delays as a result of roadworks across the conurbation, most significantly in the Mottram Moor area.

Despite an additional 400,000 visitors to Greater Manchester last weekend, the transport network had responded well, and people had been able to access and leave venues successfully with over 50,000 passengers reported on the Ashton and Altrincham lines and 80,000 passengers reported on the Bury line with no drop in mileage. There were, however, some reports of illegal parking around the Parklife venue which had resulted in some disruption to the busways.

With regards to active travel, there had been another increase in the number of trips by bike and walking remained the second most popular mode of transport for Greater Manchester residents.

Cases of anti-social behaviour remained high, with a number of reported missile incidents on the bus and Metrolink networks, in response there had been some additional deployments

from the Special Operations team at Greater Manchester Police which had been reported to have some impact.

Northern added that between the period of 15 May and 1 June there had been a reduction in cancelled services as a result of an injunction from the High Court and services had been stabilised. Negotiations were ongoing with the union ASLEF as there was scope for further improvements. The forthcoming strike action would result in limited services on Tuesday 21, Thursday 23 and Saturday 25 May and there would be a 'do not travel' message communicated on both those and the intermediate dates as no bus replacement services would be provided. Regarding current investment on the railways, Northern reported that there was currently a £65m CapX scheme underway with over £6m having been ringfenced for improved accessible toilets at over 77 stations in GM, sharing the model from Bolton station was offered to all interested members. Further to this there has also been a series of customer information enhancements made, plus the installation of 180 defibrillators across the network.

Avanti West Coast reported that over the strike days there would be limited opening hours of ticket offices, and only one train from Manchester to London per hour, with the last departure from Piccadilly at 14.40hrs. In support of this there would be further communications deployed with a 'check before you travel' message and all ticket restrictions would be lifted.

Network Rail commented that overall, the strike days would see only 20% of services running and shorter hours due to the impact of set off times being restricted. On the days in between this would only increase to 60% of normal services.

TfGM would be preparing services to support the train strikes with additional Metrolink units where required with silver command stood up to oversee the road network. Further travel advice would also be available via the TfGM website.

Members asked that when comparing data, that potential patronage be used as a comparable rather than 2019 figures. Officers agreed to bring some further passenger insight data to the next meeting of the Committee.

The data regarding killed and seriously injured on the road network was cause for concern for Members, especially in light of reduced funding to Local Authorities. It was suggested that this

would be an area for further investigation by the Committee, although a new reporting system could also have attributed to the apparent rise in figures.

There had been some reports of capacity challenges on the train network, however Northern confirmed that currently only 2.5% of trains were experiencing overcrowding. They were specifically aware of the challenges at Levenshulme station, however, were addressing with longer trains and would continue to adjust capacity on services as required.

Members welcomed an increase in TravelSafe operations, particularly around the Victoria station area. Officers reported that there was a significant amount of work underway to tackle hotspots on the bus and Metrolink network, and that the British Transport Police were also actively targeting hotspots on the rail network. KAM added that there had been TravelSafe training for all staff, which had been really useful. It was suggested that the last TravelSafe report be circulated with members of the Committee.

However, it was also noted that issues with groups of young people on the train network were still prevalent and members urged for more focussed resources on this issue. Officers confirmed that there were current targeted operations and Northern also recognised the hotspot on the Brinnington-Romiley line. KAM reported that they had now begun a partnership with Manchester Youth Zone and a dedicated team of youth workers were now visible on the Metrolink network, Network Rail added that they had a monthly report on ASB and vandalism which they could share with Members of the Committee. It was suggested that a conversation on these interventions be picked up directly with Cllr Clarke offline.

Members questioned about the longevity of ticket offices and plans for them as user demand had changed over the pandemic and continued to favour on-line or app purchases. Northern confirmed that now 60% of tickets were digital and only 1 in 5 passengers interacted with the ticket office, therefore roles would need to evolve. Further to this, members were concerned that if ticket machines were out of order, then passengers could not obtain a 'promise to pay' ticket and were therefore getting fined.

With regards to the future challenges for the rail network, Members of the Committee asked for some assurances from operators that there were measures already in place to address these, Northern responded that the court order for ASLEF had minimised the short term challenges, and the December 2022 timetable had been developed with improved performance at its core

in order to support the long term challenges, along with proposals to address infrastructure improvements on flat junctions. Members urged that station improvements should also be a priority over the next 12 months, ensuring accessibility for all. Officers reported that this remained TfGM's number one priority and welcomed support from Northern's £500m scheme to address accessibility at stations and the introduction of tactile paving at all stations within the next 2 years.

### **Resolved /-**

1. That the report be noted.
2. That recent customer insight data be brought to the next Committee.
3. That it be noted that Northern would share the proposals for improved toilet standards across a number of stations with members of the Committee, with Bolton being the model standard.
4. That the most recent TravelSafe report be shared with all new members of the Committee.
5. That a report detailing further information on the killed or seriously injured high level statistics be brought to a future meeting of the Committee.
6. That it be noted that Northern would speak to Councillor Angie Clarke regarding the recent spike in ASB and criminal activity on the Romiley-Brinnington line.
7. That it be noted that Network Rail would share their monthly report on ASB and vandalism with members of the Committee.
8. That it be noted that Northern would circulate their tactile paving programme with members, illustrating how this would be made available across all stations over the next two years.
9. That following the removal of additional road safety funding to Local Authorities, further consideration should be given to the increased killed and seriously injured statistics within the report at a future meeting.

### **GMTC 26/22      DATES AND TIMES OF FUTURE MEETINGS**

### **Resolved /-**

That the GM Transport Committee would next meet on Friday 12 August 2022.