

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 12 August 2022

Subject: Active travel governance options for the Greater Manchester
Transport Committee

Report of: Julie Connor, Assistant Director, Governance and Scrutiny, GMCA

PURPOSE OF REPORT:

To present a series of options for ensuring effective oversight of Greater Manchester's ambitions for active travel at the GM Transport Committee.

RECOMMENDATIONS:

1. To select the preferred option for effective oversight of the active travel agenda.
2. To determine whether there should be a period of review for any agreed approach.
3. To determine Vice Chairs / Lead Members as appropriate.

CONTACT OFFICERS:

Nicola Ward, Senior Governance & Scrutiny Officer, GMCA

Number of attachments included in the report: 0

BACKGROUND PAPERS:

Report to GM Local Authorities on the establishment of the Greater Manchester Transport Committee

Report to the GMCA

https://www.gmcameetings.co.uk/meetings/meeting/712/greater_manchester_combined_authority (item 6)

1. BACKGROUND TO THE GREATER MANCHESTER TRANSPORT COMMITTEE

The Greater Manchester (GM) Transport Committee was formally constituted by the GMCA on 28 June 2019 and was established to strengthen governance arrangements for transport as part of the third GM Devolution Deal with Government and also in recognition of the critical role transport plays in achieving the economic, social and environmental objectives of the Greater Manchester Strategy.

As a joint committee of the GMCA, GM Districts and GM Mayor, the committee brings together the principal public transport decision making bodies and has responsibility to oversee transport services on behalf of the whole of Greater Manchester. It plays a vital role in driving the delivery of future transport strategy and policy, ensuring an effective and reliable transport system aligned to the Greater Manchester Transport Strategy 2040. Critically, the Committee is responsible for holding bus, train and tram operators to account as well as having oversight of the highways network, the delivery of transport infrastructure and the work of Transport for Greater Manchester (TfGM).

As agreed by all GM Districts in January 2019, the GM Transport Committee comprises 23 members, eleven as appointed by the GM Districts, 10 appointed by the GM Mayor, a representative of the GMCA and the GM Mayor. There is also a pool of substitutes to act as members of the Committee in the absence of appointed members.

The Operating Agreement ¹ details the functions of the GMCA and constituent councils which have been directly delegated to the GM Transport Committee.

2. KEY FUNCTIONS OF THE GM TRANSPORT COMMITTEE

The terms of reference for the Committee specify its three key functions as –

- **Holding service providers to account:** active and regular monitoring of the performance of the public transport network, including the highway network (including the operation of the GM Road Permit Scheme, road safety activities etc). This role will include holding service operators, TfGM, highways authorities and infrastructure providers to account.
- **Overseeing implementation:** oversee the delivery of agreed Local Transport Plan commitments. This includes the active oversight of the transport capital programme, and decisions over the subsidised bus service network to be made within the context of policy and budget set by the Mayor and the GMCA.
- **Policy development:** undertake policy development on specific issues, as may be directed by the Mayor and/or the GMCA.

3. GM TRANSPORT COMMITTEE ARRANGEMENTS

Having reviewed the terms of reference, and delegations to the GM Transport Committee at their annual meeting on the 17 June 2022, Members have highlighted the need for a stronger focus on the active travel agenda and decisions taken by the GMCA to enable the ambitions, outlined within the Transport Strategy to be achieved.

¹ https://www.gmcmeetings.co.uk/meetings/meeting/712/greater_manchester_combined_authority (item 6)

It has been suggested that a third sub committee may enable this activity to be undertaken more successfully and provide clarity as to the role of the Transport Committee in relation to active travel. Such a committee could predominately focus on the ambitions, delivery and decisions process regarding the active travel infrastructure.

The Bus Services sub-committee already looks at bus performance, holds operators to account and reviews key policy initiatives around bus services.

The Metrolink & Rail sub-committee already looks at the performance of Metrolink and Rail services in Greater Manchester, holds specific providers to account and reviews policy development in relation to relevant areas.

It is not proposed to amend the remits of the Bus Network or Metrolink & Rail sub committees in any way, however the committee must decide how best to go forward. Below are two potential options.

Option A – Three sub-committees of equal size

Active Travel	Bus Services	Metrolink & Rail
11 members ²	11 members	11 members
8 Labour, 2 Conservative, 1 Liberal Democrat	8 Labour, 2 Conservative, 1 Liberal Democrat	8 Labour, 2 Conservative, 1 Liberal Democrat

As per the Terms of Reference which state *5.3 Appointments to sub-committees will be made in accordance with the principles of political balance set out in Section 15(5) of the LGHA 1989* this would enable political proportionality to be maintained across each sub committee, however, there would be 33 seats for a committee of 23 members, and therefore consideration would have to be given as to which members could sit on more than one committee.

² A sub-committee of any smaller size would only offer 1 Conservative seat and there are four Conservative members on the Committee.

Option B – Ensuring regular reports on Active Travel are considered by the Full Committee

During 2020/21 there were two full committee meetings (of 6) which had an active travel focus, at which reports were considered on GM Moving, Cycling & Walking, Streets for All and an Active Travel Update specifically on provisions for Older People and Children.

Option B could be to ensure that more regular updates on the active travel ambitions for Greater Manchester are integrated within the Work Programme for the forthcoming year, enabling all Committee members to have oversight and engagement with this agenda. This would therefore mitigate any requirement for an additional sub committee.

To ensure regular updates, every other meeting could receive a report on the status of the active travel programme.

4. TERMS OF REFERENCE FOR GM TRANSPORT COMMITTEE SUB-COMMITTEES

The Terms of Reference for the GM Transport Committee will be considered at its annual meeting, however, below is an extract that is relevant to any sub committees of the main committee, and could be applied to the active travel sub committee if this option is chosen.

4.1 Chair

A Chair should be appointed from the membership of the sub committee.

The appointment of Chair should be the first item on the agenda for the annual meeting of any sub committee.

4.2 Meetings

The sub committee should determine the dates and times of its meetings. An extraordinary meeting can be called at any time by the Chair.

Notice of meetings should be given five clear working days ahead.

4.3 Quorum

A quorum of 1/3 of members should be present before any business can be transacted.

4.4 Submission of sub committee proceedings

The minutes of the sub committees should be submitted to the GM Transport Committee for noting.

Appendix 1 – political allocations / committee size

Political Balance	Seats	%	Seats for Comm of 4	Seats for Comm of 5	Seats for Comm of 6	Seats for Comm of 7	Seats for Comm of 8	Seats for Comm of 9	Seats for Comm of 10	Seats for Comm of 11	Seats for Comm of 12	Seats for Comm of 15	Seats for Comm of 20	Seats for Comm of 23	Seats for Comm of 25	Seats for Comm of 30
Labour	441	75	3	4	4	5	6	7	7	8	9	11	15	17	19	23
Con	95	16	1	1	1	1	1	1	2	2	2	3	3	4	4	5
Lib Dem	55	9	0	0	1	1	1	1	1	1	1	1	2	2	2	2