

Item No. 3.

MINUTES OF THE MEETING OF THE TRANSPORT FOR GREATER MANCHESTER COMMITTEE HELD ON 14 SEPTEMBER 2018

PRESENT:

Bolton	David Chadwick (LAB)
Bolton	Stuart Haslam (CON)
Bury	Noel Bayley (LAB)
Bury	Rishi Shori (LAB)
Manchester	Naeem Hassan (LAB)
Manchester	Eddy Newman (LAB)
Manchester	Dzidra Noor (LAB)
Manchester	Angeliki Stogia (LAB)
Manchester	John Leech (LIB DEM)
Oldham	Adrian Alexander (LAB)
Rochdale	Phil Burke (LAB)
Rochdale	Patricia Sullivan (CON)
Salford	Roger Jones (LAB)
Salford	Barry Warner (LAB)
Stockport	John Taylor (LAB)
Stockport	Steve Gribbon (LIB DEM)
Stockport	Annette Finnie (CON)
Tameside	Peter Robinson (LAB)
Tameside	Warren Bray (LAB)
Trafford	Mike Cordingley (LAB)
Trafford	Steve Adshead (LAB)
Trafford	David Hopps (CON)
Wigan	Mark Aldred (LAB) (In the Chair)
Wigan	Lynne Holland (LAB)
Wigan	Eunice Smethurst (LAB)

OFFICERS IN ATTENDANCE

Jon Lamonte	Chief Executive, TfGM
Bob Morris	Chief Operating Officer, TfGM
Simon Warburton	Transport Strategy Director, TfGM
James Baldwin	TfGM
Nicola Kane	TfGM
Martin Lax	TfGM
Gwynne Williams	Deputy GMCA Monitoring Officer
Sylvia Welsh	GMCA Governance & Scrutiny
Paul McGarry	GMCA

APOLOGIES:

Apologies were received and noted from Councillor Kate Butler (Stockport), Doreen Dickinson (Tameside), Neil Emmott (Rochdale), Robin Garrido (Salford), James Grundy (Wigan), Guy Harkin (Bolton), Valerie Leach (Oldham) and Howard Sykes (Oldham)

TfGMC/104/18 Chair's Announcements and Urgent Business (if any) at the discretion of the Chair

No Chair's announcements or Urgent Business raised at the meeting.

TfGMC/105/18 Declarations of Interest in any contract or matter to be discussed at the meeting

No declarations of Interests were received.

TfGMC/106/18 Minutes of the Transport for Greater Manchester Committee meeting held on 13 July 2018

The minutes of the Transport for Greater Manchester Committee meeting held on 13 July 2018 were submitted for consideration.

RESOLVED/-

That the Minutes of the meeting of the Transport for Greater Manchester Committee held on 13 July 2018 be approved as a correct record.

TfGMC/107/18 Minutes of the Capital Projects & Policy Sub-Committee – 27 July 2018

The proceedings of the Capital Projects and Policy Sub-Committee meeting held on 27 July 2018 were submitted for information.

RESOLVED/-

That the proceedings of the Capital Projects Sub-Committee held on 27 July 2018 be noted.

TfGMC/108 Bus Network & TfGM Services Sub-Committee – 24 August 2018

The proceedings of the Bus Network and TfGM Services Sub-Committee held on 24 August 2018 were submitted.

The Chair advised members that an extraordinary meeting of the Bus Network Committee had met earlier in the day and had agreed the proposed amendments to Services 380/381.

RESOLVED/-

That the proceedings of the Bus Network & TfGM Services Sub-Committee held on 24 August 2018 be noted.

TfGMC/109/18 Metrolink & Rail Networks Sub-Committee – 7 September 2018

RESOLVED/-

That the proceedings of the Metrolink & Rail Sub-Committee proceeding be circulated to members for information.

TfGMC/110/18 Age Friendly Transport Study

James Baldwin, TfGM introduced a report on the findings of the Age Friendly Transport Study commissioned by TfGM and the GMCA's Ageing Hub.

Paul McGarry, GMCA lead officer for GM's Aging Hub highlighted a number of key issues to provide the Committee with some demographic context to the work underway to assist with the discussion:

- _) GM's working age population in the next 20 – 25 years will change, predicting a growth by 5 %, with residents in GM over 65 expected to expand by 53%, and residents over 85 predicted to double to over 100K – the biggest demographic change both internationally, nationally and regionally. The Ageing Hub was working together with partners to bring together the different elements which impact on older people, including housing, healthcare and cultural life into one piece of work
- _) GM was the 1st city region in the UK to join the World Health Organisation – Age Friendly City Programme
- _) GM Age Friendly Strategy was launched earlier this year, supported by the GMCA
- _) Series of groups and task groups have been established to look all the element which impact on older people, including transport

-) Opportunity for the aging population to contribute to the economic growth and innovation, with work, as part of the Local Industrial Strategy, identifying those opportunities specifically for GM
-) Lessons to be learnt from others, especially Japan. Japan has one of the largest ageing population, with over a third of the population aged over 65, with work underway to develop new goods and services including transport programme in response to population age
-) The GM Local Industrial Strategy included a grand challenge on aging, with work to develop a range of demonstrator sites over the forthcoming years to bring together all the different elements of public services and community activities and the private sector to work through how GM could create neighbourhoods to support active, healthy, successful later life.

James Baldwin advised members that there was currently a substantive amount of work underway by TfGM to support older people, including the accessibility of the Metrolink network and disability design reference group, Ring and Ride Service, the extension of local concessions for older people on tram and train. It was important to recognise that not all older people's needs would be the same, with a number of different priorities, with some of those issues identified providing benefits for the wider community.

The following additional comments were made:

- Role of local highway and planning authorities in jointly delivering the strategy and the development of common standards, together with work to agree reporting mechanisms for pathway improvements in and around transport facilities
- Working collaboratively with GM Local Authorities to deliver an integrated transport strategy, within realistic timescales
- Consideration to be given to visually impaired residents in determining the location of street furniture, including advertising boards
- Customer service training to help with assisting passengers with hearing difficulties and visual impairment, including clear announcements on trams and trains
- Need to recognise the differing needs of older people in the provision of toilet facilities; in terms of cleanliness, the potential health implications for older people, regular maintenance plus opening and closing times
- Payment to access toilet facilities at main line rail stations was a barrier, this was abolished in London at the behest of the London Mayor and should be pursued in GM
- Work was underway with registered housing providers to introduce the 'take a seat' campaign, whereby local businesses allow people to use their toilet facilities, with over 300 business now signed up across GM

- The use of the concessionary pass before 9.30am, in recognition that older residents may require more frequent health visits to doctors/hospitals. Congestion was also raised and the potential for older people to have a seat on public transport during the rush hour congestion
- Discussions have been held with one of the major health institutions regarding pre-9.30am appointments, who advised that the policy for appointment for older patients was based on the potential for a number of appointments/tests etc. to be covered during one visit. Further discussions would be progressed with health colleagues regarding appointment times, reiterating the need to put patients first. It was also suggested that there was a need to raise awareness of the current schemes available to address travel costs etc. which was also a consideration for patients in attending appointments and providing them with travel options
- Discussions were also underway with Dementia United to develop transport plans
- Rail Station accessibility and platform heights at a number of rail stations across GM was an issue, this needed a realistic timetable for delivery
- The role of taxis in the public transport network and travel safety plans
- The challenge of encouraging behavioural change of partners in recognition of the differing needs of ageing population
- Crossing facilities and the time waiting to cross and the time permitted for residents to cross busy roads was a barrier for older people to be considered within the Walking & Cycling Strategy. More emphasis to be placed on the needs of pedestrians rather than motorists, given traffic lights were under the control of TfGM
- The roll out of new technology and the traffic crossing with timing displayed to be rolled out across GM as facilities were replaced
- Biggest increase in physical activity by older people, with increased walking and cycling
- There was now an opportunity for residents to identify locations where they would like to see improved crossings facilities on the TfGM interactive map, with funding available to deliver real improvements to crossing facilities
- Promote the GM concessionary travel pass to all residents over 60 as a means of addressing social isolation.
- Role of door to door services in providing access - other modes of accessible transport to be considered
- Motorised scooters on trains and the potential to exercise GM's influence in ensuring that this was included in the rail franchise agreements
- The maintenance of existing facilities to enable access to fully accessible services was a barrier

- The introduction of new technology to purchase travel tickets was also a barrier.

RESOLVED/-

1. That the findings and recommendations of the study be noted.
2. That it be agreed that officers submit a further report to the Committee on how TfGM and the GMCA intend to respond to the report recommendations, priorities and issues identified at the meeting.
3. That TfGM Officers be requested to provide members with the weblink to TfGM's interactive map to enable participation in identifying crossing locations for improvement.

TfGMC/111/18 Property Transactions

Bob Morris introduced a report which sought approval of the proposed property transactions as detailed in this report.

It was confirmed that TfGM generally approached the market when a disposal opportunity had been identified, albeit that there were occasions when TfGM had been approached. In terms of restrictions of use of the land, TfGM generally honours the original planning or use restrictions as a condition of disposal, in addition to considering future plans.

RESOLVED/-

That the property transactions as detailed in this report be approved

TfGMC/112/18 Greater Manchester Clean Air Plan

Simon Warburton introduced a report which detailed the timetable and the next steps required to progress the Outline Business Case of the Greater Manchester Clean Air Plan, confirming that there would be further updates to future meetings of the Committee.

Members were reminded that TfGM was managing the process on behalf of the 10 GM local authorities and that the responsibility to manage air quality lies with the local authorities.

Officers confirmed that wherever possible potential opportunities to address both NO² and particulates together would be pursued wherever possible to deliver maximum benefits for GM residents. It was also suggested that a time limit was introduced for those car parking bays with rapid charging points to benefit as many residents as possible.

Members reiterated the need to communicate the locations of electric car charging points to residents, especially for those residents who don't have off street parking available, with a reminder that it was generally more cost efficient for residents to use the public charging points.

Officers confirmed that the development of a GM Electric Vehicle Charging Network was a particular benefit for those residents who don't have driveways. The GM Highways Group has identified local authority officers from across GM to assist with specific locations for charging points and to co-ordinate United Utility issues to local disruption. A tool to plan the location of types of charging facilities has also been developed. Work was also planned to improve public communication and TfGM was also looking to work with a commercial partner going forward and a further report would be submitted to the Committee in due course.

Members also expressed concern about the solutions to reduce congestion on major routes across GM and surrounding areas.

Officers advised that work was being undertaken under the guidance of the Government, with local authorities being asked to consider whether Emission Charges might apply in parts of GM, with no suggestion of congestion charging. An Emission Charging Plan would specify charges to specific types of vehicles whilst they continued to emit pollution in specific locations. A successful Emission Charging Plan generated limited income and encouraged residents to take up alternatives modes of travel. Time would be arranged to brief members on those different measures under consideration and development of a package of measures for the travelling public, recognising the need to ensure that specific elements of the community were not disadvantaged. The work underway was being co-ordinated via a group of senior officers from the 10 local authorities, Air Quality Steering Group, who would liaise with the Executive Lead Member in each local authority.

Officers confirmed that the development of a progressive, well-funded transport strategy would be produced in advance of the GM Spatial Plan.

It was confirmed that TfGM were exploring the potential to convert current lamp posts to electric vehicle charging points, albeit there were a number of challenges to overcome, not least, the contractual model in place across GM local authorities for managing lamp posts, in addition to the physical location given lamp posts were not always on the kerb side.

TfGM, the GM Mayor and the GMCA have been clear with Ministers that a car scrappage scheme was very important to ensure that particular elements for the community were not socially or financially disadvantaged.

The plans to work with a commercial partner and the recent market sounding exercise, where over 50 organisations came forward, provided an opportunity to learn from commercial sector who were working with other cities internationally and provide some experience of providing flexibility and safeguarding investment.

Further information relating to the potential short list of measures to achieve legal compliance in the shortest time would be circulated to members.

Members suggested that the role of improved public transport was not strong enough in addressing air quality and the role of bus franchising and investment was required to deliver a public transport strategy.

The draft 2040 Transport Strategy Delivery Plan be submitted to a future meeting of the Committee.

Members reiterated the need to ensure GM local authorities were maximising the opportunity to ensure electric vehicle charging points were included in local housing delivery plans.

RESOLVED/-

1. That the progress in producing the Outline Business Case for the GM Clean Air Plan be noted.
2. That the Early Measures funding awarded to Greater Manchester to increase the charging infrastructure for electric vehicles and incentivise their uptake, as part of the Greater Manchester Clean Air Plan be noted.
3. Further information relating to the potential short list of measures to achieve legal compliance in the shortest time would be circulated to members.
4. That the draft 2040 Transport Strategy Delivery Plan be submitted to a future meeting of the Committee.

TfGMC/113/18 Greater Manchester Spatial Framework - Transport Evidence

Nicola Kane introduced a report which outlined the process undertaken by the GMCA, the districts and TfGM to understand and address the implications of housing and employment growth in GM on transport systems as part of the Greater Manchester Spatial Framework (GMSF) process. A further report would be submitted to the Committee on the detail of the evidence base as it emerged.

Members also reiterated the need to change driver behaviour with local planning authorities to consider the impact of retail development on local town centres. The majority of retail park development did not consider public transport and were car focussed.

Officers confirmed that the work underway over recent months has included working with colleagues on the Town Centre Challenge process to reinvigorate town centres, including transport access and was a key component of the GM Spatial Framework.

Members highlighted the need to ensure local neighbourhood connections for walking and cycling were considered in new developments and should be a consideration in the planning application process. Officers suggested it was now the right time to refresh the Transport for Sustainable Communities Strategy to review the key design principles for sustainable development, including the provision for walking and cycling in all new developments.

RESOLVED/-

1. That the process for developing, and subsequently publishing, a transport evidence base for the Greater Manchester Spatial Framework be noted and supported.

2. That it be agreed that the Transport for Sustainable Communities Strategy be refreshed, to review the key design principles for sustainable development, including the provision for walking and cycling in all new developments.

TfGMC/114/18 Update on the Current Position with respect to Northern Powerhouse Rail & High Speed 2

Martin Lax introduced a report which provided members with an update on the current position with respect to Northern Powerhouse Rail and High Speed 2.

The following additional comments were made:

- | Suggested that a press release from the Chair of TfGMC in response to the Parliamentary delay announcement confirming that TfGMC and the GM Mayor would push the timetable process
- | Piccadilly Rail Station proposed additional Platforms 15 and 16 and capacity enhancements on the Castelfield Corridor were imperative to address current and future capacity issues on the network, as confirmed by the GMCA and GM Mayor
- | Piccadilly Rail Station - Services pattern proposals for NorthernPowerhouse Rail were based on the station being a through station with services from Liverpool – Manchester – Leeds and then the whole of Yorkshire and the North East. Providing economic benefits for the whole of the North and Manchester Airport.

RESOLVED/-

That the current position be noted.

TfGMC/115/18 Register of Key Decisions – Transport Items to be considered by the GMCA and TfGM

RESOLVED/-

That the transport items published on the GMCA Register of Key Decisions be noted.

TfGMC/116/18 Exclusion of Press & 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 item of business on the grounds that this involves the likely disclosure of exempt information, as set out in paragraph 3, Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

TfGMC/117/18 Property Transactions

CLERK'S NOTE: This item was considered in support of the Part A Property Transactions (minute 112/18 refers).

RESOLVED /-

That the report be noted.