

**MINUTES OF THE MEETING OF THE TRANSPORT FOR GREATER MANCHESTER COMMITTEE  
HELD ON 9 NOVEMBER 2018**

**PRESENT**

Bolton	David Chadwick (LAB)
Bolton	Stuart Haslam (CON)
Bury	Noel Bayley (LAB)
Manchester	Naeem Hassan (LAB)
Manchester	Eddy Newman (LAB)
Manchester	Dzidra Noor (LAB)
Manchester	John Leech (LIB DEM)
Oldham	Adrian Alexander (LAB)
Oldham	Howard Sykes (LIB DEM)
Rochdale	Phil Burke (LAB)
Rochdale	Patricia Sullivan (CON)
Salford	Robin Garrido (CON)
Salford	Roger Jones (LAB) <b>(In the Chair)</b>
Salford	Barry Warner (LAB)
Stockport	Kate Butler (LAB)
Stockport	John Taylor (LAB)
Stockport	Steve Gribbon (LIB DEM)
Stockport	Annette Finnie (CON)
Tameside	Doreen Dickenson (CON)
Tameside	Peter Robinson (LAB)
Tameside	Warren Bray (LAB)
Trafford	Steve Adshead (LAB)
Trafford	David Hopps (CON)
Wigan	James Grundy (CON)

**OFFICERS IN ATTENDANCE**

Bob Morris	Chief Operating Officer, TfGM
Simon Warburton	Transport Strategy Director, TfGM

Kate Brown	Director of Corporate Affairs
Nicola Kane	TfGM
Sean Dyball	TfGM
Darren Elliott	TfGM
Sylvia Welsh	GMCA Governance & Scrutiny
Allan Sparrow	GMCA Governance & Scrutiny

### **Apologies:**

Apologies were received and noted from Councillor Mark Aldred (Wigan), Councillor Guy Harkin (Bolton), Councillor Rishi Shori (Bury), Councillor Valarie Leach (Oldham), Councillor Eunice Smethurst (Wigan), Councillor Angeliki Stogia (Manchester), Councillor Neil Emmott (Rochdale), Councillor Michael Cordingley (Trafford) and Jon Lamonte (TfGM)

### **TfGMC/118/18 Chair's Announcements and Urgent Business (if any) at the discretion of the Chair**

#### **Jon Lamonte, Chief Executive, TfGM**

The Chair reported that Jon Lamonte would be leaving his position as Chief Executive, TfGM at the end of November to take up the position of Chief Executive of Sydney Metro and requested Members to place on record their thanks for his service to TfGM.

Members were informed that the Greater Manchester Combined Authority had appointed Eamonn Boylan, GMCA Chief Executive, as the Interim Chief Executive of Transport for Greater Manchester for a period of six months till the post was filled permanently.

#### **Greater Manchester Mayor's Announcement – Early Bird Metrolink Fares Offer**

The Chair reported that the GM Mayor was to announce the launch of a new cut price Metrolink offer on 12 November 2018 as part of his plans to help tackle congestion. Members highlighted the fact that they were unaware of this announcement and asked officers to report back on the scheme to the next Metrolink and Rail Networks Sub Committee on 7 December 2018.

#### **National Transport Awards**

Members were informed that TfGMC had won awards at the National Transport Awards event. TfGMC won the award for City Region Transport Authority of the Year; an award for Excellence in Cycling and Walking and an award for the Oxford Road Traffic Management Scheme.

#### **RESOLVED/-**

1. That the thanks of the Transport for Greater Manchester Committee to Jon Lamonte for his service and commitment to Transport for Greater Manchester as its Chief Executive be placed on record.

2. That it be noted that the Greater Manchester Combined Authority had appointed Eamonn Boylan, GMCA Chief Executive, as the Interim Chief Executive of TfGM, for a period of six months till the post was filled permanently.
3. That officers be requested to submit a report that provides more detail on the GM Mayor's cut price Metrolink fare offer to the next Metrolink and Rail Networks Sub Committee on 7 December 2018.
4. That congratulations be forwarded to everyone involved at TfGM for the awards received at the National Transport Award.

**TfGMC/119/18      Declarations of Interest in any contract or matter to be discussed at the meeting**

No declarations of Interests were received.

**TfGMC/120/18      Minutes of the Transport for Greater Manchester Committee meeting held on 14 September 2018**

The Minutes of the Transport for Greater Manchester Committee meeting held on 14 September 2018 were submitted for consideration.

**RESOLVED/-**

That the Minutes of the meeting of the Transport for Greater Manchester Committee held on 14 September 2018 be approved as a correct record.

**TfGMC/121/18      Minutes of the Capital Projects & Policy Sub-Committee – 12 October 2018**

The proceedings of the Capital Projects and Policy Sub-Committee meeting held on 12 October 2018 were submitted for information.

A member asked if further consideration could be given to allow concessionary passengers to use the GM transport system earlier than the current 9.30am concessionary fare start time. Comments were made that many elderly people were now receiving NHS appointments at times in advance of 9.30am and this was causing some people difficulties to meeting the increased fare costs.

**RESOLVED/-**

1. That the proceedings of the Capital Projects & Policy Sub-Committee held on 12 October 2018 be noted.
2. That a report be submitted to the next meeting of the Capital Projects & Policy Sub Committee regarding the use of concessionary travel passes before 9.30am.

## **TfGMC/122/18 Bus Network & TfGM Services Sub-Committee – 5 October 2018**

The proceedings of the Bus Network and TfGM Services Sub-Committee held on 5 October 2018 were submitted.

### **RESOLVED/-**

That the proceedings of the Bus Network & TfGM Services Sub-Committee held on 5 October 2018 be noted.

## **TfGMC/123/18 Metrolink & Rail Networks Sub-Committee – 26 October 2018**

That the proceedings of the Metrolink & Rail Networks Sub-Committee held on 26 October 2018 be noted.

A member highlighted the fact that the recent introduction of signage on Metrolink to encourage people to give up priority seats to those that required a seat was not working. He added that the Metrolink operator had promised to do more to encourage people to give up priority seats. This included the 'please offer me a seat' initiative and the possibility of on-board announcements. There was now a need to encourage good civil behaviour on Metrolink.

Bob Morris reported that a publicity campaign was to be launched in January 2019 to positively encourage Metrolink passengers to give up priority seats for those that needed them. TfGM was also investigating taking a harder approach via the use of bye-laws. The Chair asked that this issue be kept under review.

A member highlighted the fact that Northern Rail were often short-forming trains from 4 to 2 carriages and then giving very little notice of this change which was causing significant issues for passenger travelling to work etc. It was added that the reasons given by Northern Rail for short-forming were now wearing thin and this issue had to be addressed.

### **RESOLVED/-**

1. That the proceedings of the Metrolink & Rail Networks Sub-Committee held on 26 October 2018 be noted.
2. That a report be submitted to a future Metrolink and Rail Networks Sub Committee providing information on short-forming trains services on the network by rail operators.

## **TfGMC/124/18 Greater Manchester Transport Strategy 2040 Progress Report**

Consideration was given to a report that updated members on progress made in the delivery of the Greater Manchester 2040 Strategy which was the Local Transport Plan and longer term transport strategy for Greater Manchester. It was also reported that a longer term, draft delivery plan would also be published shortly, aimed at defining Greater Manchester's priorities for the early 2020s.

The following matters were highlighted:

- Members were advised that the process for introducing bus reform in Greater Manchester was impacted by a prescribed process laid down by Government though the work itself was at an advanced stage. It was expected that members would receive a timeline in the early New Year on this issue. Officers reminded the meeting GM was the first city region area to go through this process
- Members requested an update on the timeline for the replacement of diesel units; blockages on the Castlefield Chord and the introduction of more electric trains across the GM rail network

Bob Morris reported that the progress of the 'Northern Hub' was a factor in seeing real improvements in the network. A full planning process for a whole route improvement programme included the Castlefield Chord and redesign of Oxford Road Station had gone through public enquiry. The Department for Transport had not received the outcome of this and TfGM was supporting the GM Mayor to chase the Secretary of State on this matter. Additional work was also underway to review performance issues through the Castlefield Chord and the challenges being faced.

In terms of electrification TfGM was continuing pressure to increase capacity. TfGM was looking at the potential in the long term to include tram/train technology and more on this would be reported to members through the 2040 strategy. TfGM would do all it could to move the debate on electrification forward.

- A member raised an issue on the Delivery Plan 1 Scheme regarding the M60 smart motorway. He asked when TfGM would receive the first review of the operation of the smart motorway to see what effect, if any, it had on freeing up the flow of traffic on the M60. A member also highlighted the fact that a section of the M60 running through Worsley no longer had a hard shoulder, just yellow hatch lines which went up against the fencing to residential properties. He asked how this sat with the GM Clean Air Strategy

Members were informed that TfGM would receive annual reports from the Highways Agency on the performance of the smart motorway. TfGM would refine this information and report back on the performance of the M60 to members. There was also a need to understand the impacts and benefits provided by the smart motorway and the Key Performance Indicator required further refinement. In terms of clean air aspects the latest air quality assessment undertaken by the Highways Agency had indicated that air pollutants were not exceeding required levels and TfGM undertook to monitor the situation with the Highways Agency.

- In terms of the Northern Rail franchise a member felt that it was important that Northern Rail were asked to attend TfGMC meetings. The 2040 Strategy made no mention of northern connect services which would help services across the city region

It was reported that until Salford Central Station was improved limited progress could be made regarding northern connect services. There were real challenges regarding the development of the Salford Station platforms and TfGM was convinced that the redevelopment would deliver benefits across the network. Salford Central was now a

significant commuter stop and TfGM would be working with Network Rail to ensure GM could make the best use of Growth Deal funding.

- A comment was also made about the potential to extend the platform at Diggle Station and officers were asked to proof check their findings on the proposal

The Committee was informed that in some cases platform lengthening was needed as train operators were operating longer trains and TfGM would look at where this was needed

- A member referred to the Western Gateway/Port Salford Infrastructure scheme which would alleviate a lot of the congestion issues on the M60 smart motorway and asked what progress had been made with this scheme

It was reported that TfGM were working closely with Salford and Trafford to understand the set of priorities for the scheme. Port Salford was a defining scheme and would impact on the local highway network as well as develop a freight lane link. Discussions were soon to commence with the Highways Agency and Transport for the North regarding the M60 North West Quadrant Study. TfGM want to understand both the long and short term plans for this scheme

- A member referred to issues being faced by Rochdale regarding the management of bus lanes.

The Committee was informed that TfGM would work with Rochdale MBC officers regarding bus lane enforcement measures

- A member asked for an update on the implementation of the Stockport Station masterplan

It was reported that TfGM were working closely with Stockport MBC on the masterplan and it would be reflected in the final 2040 strategy

- A member asked for an update on the Northern Rail driver training programme
- An update was requested on proposals for the introduction of smart bus stops

Members were informed of a pilot scheme that had taken place as part of the City Verve project. Officers undertook to report back to the Committee on City Verve to a future meeting.

- A member referred to the Key Performance Indicator regarding better access to services and what level 4 accessibility to the public transport network means?

Officers responded that this Key Performance Indicator needed to be reviewed and that Level 4 was based on accessibility mapping.

- Reference was made to Key Performance Indicator on improved safety and personal security, with only 27 incidents of crime or anti-social behaviour reported in 2015/16 and 29 in 2017/18.

It was reported that these figures referred to incidents per million and that the Indicator needed to be reviewed and clarified in advance of publication

- A member asked if the development of 'parking space tracking' was expensive

Members were informed that smart parking technologies were being introduced along the Oxford road Corridor in Manchester, with work underway to identify locations of high demand and potential opportunities to introduce smart parking

- A comment was made regarding the reduced seating and shelter available at rail stations in Tameside to accommodate new ticketing machines
- With regard to the KPIs detailed in the strategy a member commented that most of the indicators were heading in the wrong direction
- A member highlighted the impact of car parking capacity at Metrolink stations and the numbers of individuals then using the car to travel to work. He asked if plans were being made to increase park and ride capacity at Metrolink stops.

It was reported that GM had seen an uptake in patronage levels on Metrolink and the GM Mayor was also calling for additional park and ride capacity via the Transforming Cities Fund. A paper on park and ride capacity proposals at transport facilities would be reported to a future TfGMC meeting.

The Committee was informed that the 2040 Transport Delivery Plan, to be considered by members in the New Year would look to address the challenges raised in the Strategy.

The Chair thanked officers for the detailed responses given to members' questions on the 2040 Strategy and asked that any further comments on the Strategy be referred to officers by email.

#### **RESOLVED/-**

1. That the Greater Manchester Transport Strategy 2040 progress report be approved for publication once a number of minor amendments had been made and that the further refinement of key performance indicators be included in the next progress report.
2. That an update on bus reform be submitted to TfGMC once there was further clarification from Government on the timeline.
3. That it be noted that the 2040 Transport Delivery Plan would be submitted to TfGMC in the New Year.

4. That further work be undertaken with Rochdale MBC regarding bus lane enforcement measures.
5. That it be noted that a report on 'City Verve' be submitted to a future TfGMC meeting.
6. That a report on Park and Ride capacity proposals at transport facilities be submitted to a future TfGMC meeting.
7. That any further comments on the GM Transport Strategy 2040 Progress Report be forwarded to officers by email.

#### **TfGMC/125/18 Rail Station Accessibility – Access for All Funding (Key Decision)**

Bob Morris, TfGM Introduced a report that provided an update on work to carry out option selection reports for the top ten stations which will be submitted as part of Greater Manchester's nomination for the next round of Department for Transport's (DfT) Access for All programme.

The Chair reported that TfGMC had agreed in July 2018 that the revised priority list of schemes would be used to develop a number of option selection studies to satisfy the nomination requirement for the Access for All Programme.

A member referred to the decision to leave Broadbottom out of the top 10 ranked stations, with a reminder that the platform was currently inaccessible and the closest accessible stations were Guide Bridge and Glossop.

A member referred to the fact that Daisy Hill Station was ranked behind Swinton Station despite it having not being accessible by the bus network and it having a higher footfall than Swinton.

The Chair reported that Greater Manchester had 40+ stations that needed refurbishment for better accessibility but a decision had been made in July 2018 regarding priorities. It was now important for GM to secure as much funds as possible.

#### **RESOLVED/-**

1. That the DfT Access for All funding nomination be endorsed.
2. That authority be delegated to the TfGM Chief Executive, in consultation with the Chair of TfGMC and the GMCA Treasurer, to submit Greater Manchester's joint nomination with Northern Rail.

#### **TfGMC/126/18 Property Transactions**

Bob Morris, TfGM introduced a report that sought the approval of the Committee to the proposed property transactions as detailed in this report.

#### **RESOLVED/-**

That the property transactions as detailed in this report be approved



**TfGMC/127/18 Appointment of a Member to serve on the Board of the Centre for Local Economic Studies**

Consideration was given to a report that asked TfGMC to consider appointing one member to serve on the Board of the Centre for Local Economic Studies. The Chair put forward Councillor Mark Aldred as TfGMC's nomination to serve on the Board of the Centre for Local Economic Studies and that he be nominated to act as the substitute member. The Board was also informed that TfGMC's representative on the Board of the Centre for Local Economic Studies would be reviewed at the Annual General Meeting.

**RESOLVED/-**

1. That Councillor Mark Aldred be nominated as Transport for Greater Manchester Committee's representative to serve on the Board of the Centre for Local Economic Studies.
2. That Councillor Roger Jones be appointed as the substitute member on the Board of the Centre for Local Economic Studies.
3. That annual subscription of £7,000 to Centre for Local Economic Studies be approved.
4. That TfGMC's representative to serve on the Centre for Local Economic Studies Board will be reviewed at the next Annual Meeting.

**TfGMC/128/18 Christmas and New Year Services 2018/19**

A report was submitted that provided Members with an update on public transport provision during the 2018/19 Christmas and New Year period.

Members discussed the potential impact of the continuing rail strikes would have on the network leading up to Christmas and the New Year. It was also reported that Network Rail had also published details of the engineering works to take place across the network on 27 and 28 December 2018.

Members expressed their disappointment at the fact that both bus and rail services on Christmas Eve and New Year's Eve would finish in the early evening leaving people with no choice but to use their cars. Members were informed that the TfGM 'app' would keep abreast of transport issues across Christmas and New Year and this would include the journey planner page on the website.

A member asked if TfGM through bus franchising process would have powers to ensure operators provided more services over the festive period. In response it was reported that should GM achieve a franchising agreement with Government it would then be in a position to specify the services required.

**RESOLVED/-**

That the contents of the report in respect of public transport provision during 2018/19 Christmas and New Year period be noted.

**TfGMC/129/18 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/130/18 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/131/18 Property Transactions**

**CLERK'S NOTE:** This item was considered in support of the Part A Property Transactions (Minute 126/18 refers).

**RESOLVED /-**

That the report be noted.