

**MINUTES OF THE MEETING OF THE TRANSPORT FOR GREATER MANCHESTER COMMITTEE
HELD ON 10 JANUARY 2019**

PRESENT

Bolton	David Chadwick
Bolton	Stuart Haslam
Bolton	Guy Harkin
Bury	Noel Bayley
Bury	Rishi Shori
Manchester	Naeem Hassan
Manchester	Eddy Newman
Manchester	Dzidra Noor
Manchester	John Leech
Manchester	Angeliki Stogia
Oldham	Howard Sykes
Oldham	Peter Davis
Rochdale	Phil Burke
Rochdale	Neil Emmott
Salford	Roger Jones
Salford	Barry Warner
Stockport	Kate Butler
Stockport	John Taylor
Stockport	Steve Gribbon
Stockport	Annette Finnie
Tameside	Doreen Dickenson
Tameside	Warren Bray
Trafford	Steve Adshead
Trafford	David Hopps
Trafford	Michael Cordingley
Wigan	James Grundy
Wigan	Mark Aldred (In the Chair)
Wigan	Eunice Smethurst
GM Mayor	Andy Burnham

OFFICERS IN ATTENDANCE

Bob Morris	Chief Operating Officer, TfGM
Simon Warburton	Transport Strategy Director, TfGM
Kate Brown	Director of Corporate Affairs, TfGM
Nicola Kane	TfGM
Eamonn Boylan	Interim Chief Executive, TfGM
Sylvia Welsh	GMCA Governance & Scrutiny
Nicola Ward	GMCA Governance & Scrutiny

APOLOGIES:

Apologies were received and noted from Councillor Peter Robinson (Tameside), Councillor Robin Garrido (Salford), Councillor Lynne Holland (Wigan) and Councillor Patricia Sullivan (Rochdale).

TfGMC/01/19 Chair's Announcements and Urgent Business

RESOLVED/-

1. That the appointment of Councillor Peter Davis (Oldham) to the Transport for Greater Manchester Committee (TfGMC) be noted.
2. That Councillor Peter Davis be appointed as a member of the Capital Projects Sub Committee.
3. That Councillor Peter Davis be appointed as a substitute member of the Bus Network and TfGM Services Committee.

TfGMC/02/19 Declarations of Interest

RESOLVED /-

Councillor James Grundy declared a personal interest relating to HS2 (High Speed 2).

TfGMC/03/19 Minutes of the Transport for Greater Manchester Committee meeting held on 9 November 2018

The minutes of the TfGMC meeting held on 9 November 2018 were submitted for consideration.

RESOLVED/-

That the minutes of the TfGMC be approved subject to the following amendment:

TfGMC/124/18:

A comment was also made about the potential to extend the platforms at stations along the Diggle line and Officers were asked to proof check their findings on the proposal.

TfGMC/04/19 Minutes of the Bus Network & TfGM Services Sub Committee – 16 November 2018

The proceedings of the Bus Network and TFGM Services Sub Committee held on 16 November 2018 were submitted.

RESOLVED/-

That the proceedings of the Capital Projects & Policy Sub Committee held on 16 November 2018 be noted.

TfGMC/05/19 Minutes of the Capital Projects & Policy Sub Committee – 23 November 2018

The proceedings of the Capital Projects and Policy Sub Committee meeting held on 23 November 2018 were submitted for information.

RESOLVED/-

That the proceedings of the Bus Network & TfGM Services Sub Committee held on 23 November 2018 be noted.

TfGMC/06/19 Minutes of the Metrolink & Rail Networks Sub Committee – 7 December 2018

The minutes of the Metrolink & Rail Networks Sub Committee held on 7 December 2018 were submitted for information.

RESOLVED/-

1. That the proceedings of the Metrolink & Rail Networks Sub Committee held on 7 December 2018 be noted.
2. That a report on the recent thefts from ticket machines at Metrolink stations be submitted to the next meeting of the Committee.
3. That a report on the Metrolink performance and service planning in relation to large scale events in GM be brought to a future meeting of the Committee.

4. That it be noted that Manchester City Football Club season ticket holders do have the option for a 'public transport add on' to use Metrolink on match days and that this option was to be rolled out to Manchester United Football Club season ticket holders.

TfGMC/07/19 Clean Air Plan Update

Simon Warburton, Transport Strategy Director, TfGM took members through a report which provided an update on the progress in preparation for a GM feasibility study into the options available to address NO₂ (Nitrogen Dioxide) exceedances, and outlined the broad direction of travel in relation to the next steps for the Plan.

He reported that TfGM have set out their requirements of Government to contribute to the success of this Plan, ensuring that the right policy framework is available to bring about the required level of resource for delivery and support for any introduced schemes.

There are ongoing discussions in relation to potential Clean Air Zone penalty payzone regimes for non-compliant commercial vehicles. However, this will be supported by a study in to the possible socio-economic impact of any such regime before being put in place. The Clean Air Plan will be submitted to Government in spring 2019, slightly later than anticipated to ensure that the required research and studies can be undertaken.

Members of the Committee made the following comments –

- The importance of reducing NO₂ levels was well recognised, however, there was also a growing awareness of the impact of smaller particulates on health. It was suggested that to support this evolving knowledge that there should be further data collection and research on the impact of smaller particulates, especially with regards to the effect on the health of the more vulnerable members of society.
- The work on assessing the socio-economic impact of any such penalty schemes was welcomed, especially in relation to the effect on small businesses with commercial vehicles.
- There had been numerous discussions on the options within the Plan, but the final option would ultimately be a decision of each Local Authority (LA) that would not solely focus on NO₂ emission data. Through Government engagement with the development of the Plan it was hoped that they would gain a strong understanding of the wider issues and duties of a LA and therefore the required levels of appropriateness of targets for emissions.
- Officers reported that there is growing evidence, and a recognised school of thought that significant NO₂ levels do impact on life expectancy.
- The timescale for the final Clean Air Plan was still to be determined, as adjustments were being made following other areas who had already been through the process therefore appropriate milestones for GM were still to be determined.
- To achieve the Government target to reduce NO₂ levels by 2021, technological changes in emitters will not be enough, therefore it was important to adopt a broad behaviour change toolkit alongside this.
- Operators of buses, coaches and taxis were already engaged with this work, and their emission levels being addressed through impact modelling. However, it was noted

that there needed to be some acceleration to this work in order for the data to contribute to the draft Plan.

- Further awareness raising in communities was needed to increase the awareness of the link between air pollution and poor health. The recent Clean Air GM campaign was visible, but Members were keen to further understand its impact to date.
- TfGM reported that they were also working with Government Officials to learn from the lessons of other cities across the world as to how they have reduced emissions in their cities and introduced schemes to support their ambitions.
- The contribution to poor air quality from the motorway network was widely recognised, and the importance of Highways England within this agenda. It was reported that they were engaged in the development of the GM Clean Air Plan but that it was the responsibility of Government to determine their specific targets in relation to emissions.
- The vehicle classifications within the Plan would bring about inevitable business change, however Officers were working to engage with businesses at an early stage to ensure a strong understanding of business implications and where schemes would need to be refined. It was important to undertake this work now, and ensure that the Plan was fit for purpose, and able to deliver.
- Information on Clean Air GM was available for community groups, schools and residents via the website, and it was recognised that such tool kits would be vital to ensure the required level of behavioural change.

RESOLVED/-

1. That the report be noted and that a further update on the Clean Air campaign, including performance data, will be submitted a future meeting of TfGMC.
2. That it be noted the outline of the proposed Clean Air Plan will be submitted to TfGMC, which will be considered by individual GM LAs.
3. That Members be invited to promote the availability of <https://www.cleanairgm.com/> as a tool kit for individuals and groups wanting to raise the profile of improving air quality.

TfGMC/08/19 Rail Station Improvement Strategy (RSIS) – Change of Policy and Scope

Bob Morris, Chief Operating Officer, TfGM outlined a report which provided an update on the review of policy regarding the provision of safety, security and information improvements at stations across GM, and sought approval of further changes to policy and scope of the RSIS Trance 6 Programme.

Members of the Committee commented –

- That there should be an aspiration for all stations to have tactile strips on their platforms, which (although not a Network Rail standard) was something that TfGM would continue to work towards.

- Stations with the definition of 'high crime' were highlighted through British Transport Police data as hotspots requiring targeted resource.
- It was important that the 'help points' were maintained to a good standard to ensure they remained a way of ensuring passengers felt safe when using rail services.

RESOLVED/-

1. That the removal of tactile strips from RSIS policy be approved.
2. That it be agreed that the removal of the tactile strips from RSIS tranche 6 scope and to approve the installation of customer information screens at Hyde Central station due to a significant increase of footfall.
3. That it be approved that the reallocation of funding for the installation of RSIS scope at RSIS tranche 6 reserve stations based upon current policy and buildability at as many stations that can be afforded within current funding.

TfGMC/09/19 Greater Manchester Transport Strategy 2040 - Five Year Delivery Plan

The Mayor of GM, Andy Burnham introduced the GM Transport Strategy 2040 Five Year Delivery Plan which had been developed in conjunction with the GM Spatial Framework. The report set out the background, purpose of the plan and the timeline for publishing the final version of the Delivery Plan in 2019.

He commented that the transport system in GM remained a barrier to achieving some of the mayoral ambitions for the sub region and that despite the fruition of many schemes becoming evident, continual improvements were vital to manage the scale of the challenge.

It was important to see the Transport Strategy 2040 – Five Year Delivery Plan alongside other major strategy developments for the GMCA, including the GM Spatial Framework (GMSF), Housing Vision and Clean Air Plan as they were all intrinsically linked. For example, the newly developed GMSF focusses on potential development sites which have a strong public transport services. Recognising that new housing can not be seen in isolation in the same way as the Stockport Interchange scheme has brought together housing, regeneration, green space and transport is strongly recognised as this has now been a catalyst for the potential first Mayoral Development Corporation for the Stockport Town Centre West area.

The Mayor added that looking at alternative travel to the car was important to bring GM in line with other major cities, as currently a traditional commuting model was not encouraging commuters to use public transport. New park and ride facilities available at multiple locations in GM would further encourage residents to use a combination of transport modes.

He urged that any transport improvement must be a shared endeavour that is informed by local priorities, and integrated between TfGM and Local Authorities. Together, the introduction and enforcement of a shared set of standards would help to build public confidence regarding the public transport offer.

Members of the Committee made the following observations –

- The introduction of bus lanes had been welcomed to improve journey lengths, but without cameras there was a lack of effective enforcement in place. Furthermore, bus operators were under no restrictions with regards to the removal of services and therefore some communities were being failed by their public transport offer. The Mayor recognised that the bus market was dysfunctional, and that there were many geographical imbalances too. However, it was necessary to have a greater understanding of the financial position before moving any further towards bus reform.
- The plans for potential new rail stations were strongly supported, especially with regards to available stations which were not fully functioning due to minimal services such as Denton and Reddish South. Underserved areas such as Leigh were also discussed, and the potential for stations on the periphery of GM to ensure that residents could have a better commuting offer.
- The recent Williams Review of rail services would offer an opportunity for GM to identify ways to have more control over rail services and make better use of the current infrastructure before making a united case for improvements.
- The recommendations of the 5 Year Delivery Plan had all been costed, those more long term aspirations were given approximate costings as parameters may change. However, the final plan would address these costings more accurately.
- There had been work undertaken regarding the feasibility of a station at Kenyon junction, including the potential to move Local Authority boundaries to bring it within GM, and also the necessary adjustments to Atherleigh Way. This underserved area was critical to the congestion on the East Lancs road as there is currently no public transport alternative for commuters. TfGM have been asked to review the opportunity for Leigh Guided Busway integration and the possibility of park and ride facilities to ensure that the Kenyon area was better served.
- Concern was raised regarding recent bus price increases which has made taxi travel a more attractive alternative. Regular fare increases have also resulted in a wide range of fares across all operators, increasing uncertainty as to the cost of travel, and as a result, a decline in patronage levels. In other cities a flat fare and shared standards make bus travel much more attractive. GM recognise that the bus market is a significant challenge, and are introducing incentives to travel for 16-18 year olds to attempt to change perceptions, encourage regular bus travel and reduce stigmas.
- The potential for effective tram/rail services that would serve Logistics North was considered a feasible option by local Councillors, as possible land had been identified. It was felt that the Williams Review would give GM greater control over the network and open further opportunities for tram/train routes. Consideration was also being given to the location of a metrolink station to serve the Little Houlton area in Bolton to serve Logistics North.
- Levels of congestion between Marple and Stockport remained significant, and Members asked whether consideration could be given to a metrolink extension to serve these communities. It was recognised that the effect of the recent rail collapse had seen road traffic increase by 5% in some areas, and roadworks had further exasperated the pressure on roads. TfGM recognised the Marple corridor as a potential route for improved links to Stockport and Manchester but this will be within long term plans for tram/rail.

- Trust in the public transport system had significantly been effected following Network rail timetable changes, and weekend strike action as there had been a number of last minute changes to services, and increased levels of overcrowding. The Mayor reported that the rail industry remained difficult to deal with, as they are currently unaccountable and performance measures do not give account of passenger experience. Discussions regarding union disputes over a second person on board are still ongoing. Removing the guard would not help improve trust a dysfunctional service however, operators are currently not willing to solve this dispute and keep weekend services running at the required level.
- The cost of introducing new Metrolink lines was recognised as significant, however members felt that the development of third generation trams would have modern technology to reduce the cost of infrastructure. In the same way, radical improvements to bus travel was needed through capital investment. The Mayor agreed that creative thinking and cost effective approaches were needed, balanced by the required subsidy levels from Government as revenue support was vital if delivery was to be achieved.
- Members urged that the transport offer be similar to that of London, where any stigma of public transport is removed due to its attractive, punctual and standardised offer. Currently in GM there is no standard of service, passengers do not know what to expect, passenger experience is not always pleasant and therefore patronage levels remained low.
- The level of infrastructure requirements for an expansion of tram/rail was recognised and therefore the level of realistic delivery was questioned. The Mayor assured Members that delivery can be guaranteed on any element within the gift of TfGM. However some schemes (such as the expansion of Metrolink to the new airport terminal) needs further Government support and ultimately further devolved funding to allow delivery.
- It was felt that cycling and walking provision should be included in all new building and infrastructure developments, the Mayor agreed that this is something that the Cycling and Walking Commissioner would be campaigning for, with the support of Local Planning Authorities.
- Members asked how TfGMC could further support the aims of the GM Mayor and the GMCA to ensure that there is adequate and appropriate investment that can unlock public transport improvements. The Mayor thanked Members of TfGMC and reminded the Committee of the benefits of collaborative working, shared visions and coordination of transport service improvements if all parties are fully engaged. He urged Local Authorities to specifically and clearly articulate how they want to see bus reform in their areas and help TfGMC raise its game and add value to the work of the GMCA.
- The current night time public transport offer did not support those people who work shifts, or those who want to access the night time economy and it was felt that a trial of night time Metrolink services would be useful to identify the level of demand.
- The expansion of the Northern Gateway was anticipated to add further congestion to Sinister Island and surrounding transport infrastructure and Members urged that alternative options for travelling from this area be considered. The Mayor added that no development should be built solely with car travel in mind, and that further consultation regarding these sites within the GMSF may be needed. Officers added that there had already been some good strategic planning around these sites, which

had suggested improved access from the south and further road links from Birch but that further planning was needed to ensure the best possible infrastructure to support economic growth in this area.

- The Northern Hub development also had the potential to become a pinch point for rail travel and consideration needed to be given to the timetable provision and available trains to ensure that the same issues experienced by the Ordsall Chord were not repeated. The Rail Minister had informed the Mayor that the Northern Hub remained on his agenda, and that Network Rail would be undertaking some work to identify the capacity of the rail system in GM.
- Fare evasion remains a concern, especially on the Oldham/Rochdale metrolink line. It was suggested that TfGM undertake a piece of work in relation to revenue protection and the location of Travel Safe Officers.
- Parking at Metrolink stations was not sufficient in many areas, and resulted in potential passengers driving into the city centre. It was confirmed that expanding carparks at Metrolink stops was a priority for TfGM, and the realtime information regarding available spaces was a further ambition to encourage more passengers to use park and ride facilities.
- The Mayor thanked colleagues at TfGM for their work on the Transport Strategy 2010 – Five Year Delivery Plan which offered a very clear statement for the transport vision for GM.

RESOLVED/-

1. That the report be noted.
2. That it be noted that the GM Mayor had requested TfGM to review Park and Ride facilities with a view to an improved offer being developed to encourage car drivers to use public transport, particularly around the M60 motorway network.
3. That the role of transport in the wider regeneration of town centre development be noted.
4. That the differential bus service offer in the north and south in GM be recognised.
5. That the requirement to develop finance packages to support the aspiration to expand the Metrolink Network be noted.
6. That it be noted that TfGM will progress discussions regarding enhanced bus priority measures, including bus lane enforcement cameras, in the north of GM, recognising the links with the walking and cycling strategy, to ensure there was a joined up approach.
7. That an explanation of the financial parameters be included in the final Delivery Plan.
8. That the progress of the feasibility study into Kenyon junction be welcomed and that the GM Mayor and TfGM work together with Wigan and Warrington colleagues to progress the ambition for Leigh and the surrounding areas in relation to a train service, Leigh Guided Busway, park and ride facilities linked to Atherleigh Way.

9. That the increasing costs of bus fares as a barrier to encouraging bus patronage be recognised.
10. That it be noted that the Williams Rail Review into Rail Franchising was underway and could provide the opportunity to raise the issue of local control of the rail network.
11. That the work underway to review the long terms options for providing a rail station in the Logistics North and the Little Hulton areas be noted and that TfGM colleagues discuss the detail of the work with Councillor Haslam.
12. That it be noted that tram/train had been identified as a longer term option to provide a rail link from Marple to Manchester.
13. That Chris Boardman (GM Cycling and Walking Commissioner) be invited to a future meeting of TfGMC to provide an update on the collaborative work underway with GM Local Authorities and its role in new developments.
14. That it be agreed that Government should be lobbied to provide GM with the support, both legislatively and financially to deliver the aspirations of the GM Transport Strategy 2040 - Five Year Delivery Plan.
15. That the role of TfGMC in support the GMCA and the GM Mayor's ambition be recognised and that the Chair of TfGMC and the GM Mayor discuss where the Committee can add most value going forward.
16. That the role of Metrolink in supporting the night time economy be noted and that further consideration be given to a potential trial.
17. That TfGM meet with Councillor Finnie to discuss options in relation to the Marple-Stockport route.

TfGMC/10/19 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/11/19 Future Meeting Dates

The next meeting of the Transport for Greater Manchester Committee will be held on Friday 15 March 2019.