

**MINUTES OF THE MEETING OF THE GREATER MANCHESTER TRANSPORT COMMITTEE
ON FRIDAY 9 AUGUST 2019**

PRESENT

Member	Representing
Councillor Stuart Haslam	Bolton
Councillor Beth Mortenson	Bury
Councillor Naeem Hassan	Manchester
Councillor John Leech	Manchester
Councillor Basat Sheikh	Manchester
Councillor Dzidra Noor	Manchester
Councillor Ateeque Ur-Rehman	Oldham
Councillor John Hudson	Oldham
Councillor Sean Fielding	Oldham
Councillor Phil Burke	Rochdale
Councillor Liam O'Rourke	Rochdale
Councillor Barry Warner	Salford
Councillor David Meller	Stockport
Councillor Warren Bray	Tameside
Councillor Peter Robinson	Tameside
Councillor Doreen Dickinson (Chair)	Tameside
Councillor Steve Adshead	Trafford
Councillor Nathan Evans	Trafford
Councillor Carl Sweeney	Wigan
Councillor Joanne Marshall	Wigan

Officers in attendance

Bob Morris	Chief Operating Officer
Kate Brown	Director of Corporate Affairs
Nick Roberts	Head of Services & Commercial Development
David Byrne	Police & Crime Team, GMCA
Alex Cropper	Head of Operations
Gwynne Williams	Deputy Monitoring Officer, GMCA
Sylvia Welsh	Governance and Scrutiny
Matt Berry	Governance and Scrutiny
Lucy Kennon	Head of Resilience & Business Continuity
Alison Chew	Interim Head of Bus Services, TfGM
David Rams	British Transport Police
Sergeant Matthew Pickton	Greater Manchester Police

Ian McCavery

Trafford Council

Operators in attendance

Adam Clarke

Stagecoach

Guy Warren

First

Bob Dunn

Diamond Bus

Nigel McKinney

Manchester Community Transport

Paul Turner

Trandev

Angie Ryder

Go North West

1. APOLOGIES

RESOLVED /-

That apologies were received and noted from Councillors Mark Aldred, Roger Jones, Angeliki Stogia and Roy Walker.

2. CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

RESOLVED /-

There were no Chair's announcements or urgent business.

3. DECLARATIONS OF INTEREST

RESOLVED /-

Councillor Phil Burke declared a personal interest in relation to Item 5 (GM Rail Prospectus), Item 6 (Tackling Crime and Anti-Social Behaviour on Public Transport), and Item 7 (Network Performance) as an employee of Metrolink.

4. MINUTES OF THE MEETING HELD 12 JULY 2019

The minutes of the meeting held on the 12 July were submitted for consideration. Members requested a more consistent approach to recording Member comments in the minutes of the Committee.

RESOLVED /-

That the minutes of the GM Transport Committee held 12 July 2019 be approved as a correct record.

5. GM RAIL PROSPECTUS

Bob Morris, Chief Operating Officer, TfGM, introduced a report which highlighted plans to publish a GM Prospectus for Rail, including its proposed content, timescales and objectives.

The Prospectus set out a long-term vision with clear, short, and medium term interventions to improve rail based transport in response to an increased demand of 100% by 2040. The Prospectus would be completed by August in preparedness for the Conservative Party Conference, its principles being based on the draft Rapid Transit Strategy principles as follows:

- Make best use of existing rail infrastructure;
- Capacity and connectivity improvements to the rail-based network;
- A rail-based network that is responsive to local priorities and accountable to local people;
- Support integration between rail-based transport and other modes.

Members welcomed the fact that the Prospectus would be ready in time for the annual party conferences and queried the arrangements that were in place for Members of the Transport Committee to lobby at the conferences.

A Member expressed disappointment that the report did not make reference to disability access across the region, and the profile of this issue within the Prospectus needed to be raised. Members also requested that upon completion, the GM Rail Prospectus be circulated to the Committee for information.

RESOLVED /-

1. That a note detailing the transport support arrangements for Party Conferences including plans for fringe receptions be circulated to Members.
2. That the report be noted.

6. TACKLING CRIME AND ANTI-SOCIAL BEHAVIOUR ON PUBLIC TRANSPORT

Lucy Kennon Head of Resilience & Business Continuity, TfGM, gave a detailed presentation which outlined progress made, governance arrangements, budget and funding and the TravelSafe Partnership approach.

The Committee was reminded that the Partnership was established in 2015 as a 3-year pilot and had been reviewed and repositioned in 2018. Its primary focus was to help support a safe and secure Transport Network and specifically the bus and Metrolink

network across Greater Manchester. Conversations would continue with the British Transport Police (BTP) to secure closer working relationships with the rail network.

The presentation also included details of the revised Greater Manchester Police (GMP) Transport Unit. Members questioned the lack of additional network coverage over bank holiday periods. Officers confirmed that this decision was due to budget pressures, however concerns of Members would be reported to the Chief Inspector at GMP.

Chief Inspector David Rams, British Transport Police (BTP), was introduced, and he reported that BTP were committed to the partnership approach with Metrolink and welcomed the opportunity for greater collaboration with GMP.

It was clarified that the GMP Transport Unit would be a solely dedicated resource to the transport network and had the remit to take on wider responsibilities such as parking, Traffic Regulation Orders, cycling and other transport offences. Members were reassured that work was underway to explore the potential to expand Exclusion Orders beyond Bus Stations to the whole of the transport network. In addition, work was also underway to ensure appropriate Traffic Orders were in place around schools and enforced by GMP.

Members sought clarification of the governance and accountability arrangements for the TravelSafe Partnership and the role of the role of the GM's Police and Crime Panel. It was confirmed that work was underway to establish the most appropriate channels of accountability and that this would be reported back to a future meeting.

Reference was made to incidents of fare evasion. It was acknowledged that the Metrolink Operator had increased the number of staff tackling this issue and had subsequently seen a decrease in fare evasion instances. GMP commented that they would also support incidents should difficult circumstances arise. In relation to 'naming and shaming' offenders, it was noted that the BTP and GMP actively used their social media outlets to publicise the name of offenders, with the exception of minors.

Members raised the issue of anti-social behaviour 'hotspots' and it was acknowledged that the Oldham/Rochdale line was particularly problematic. It was confirmed that intelligence data was used to identify challenging areas with a view to targeting particular 'hot spots' to work collaboratively across partner agencies.

Members heard that the Partnership funding model was currently under review and it was suggested that discussions continue with bus operators, particularly Diamond, in terms of expanding participation in the Travel Safe Partnership.

Members were keen to expand publicity around promoting the Partnership and it was confirmed that a communications strategy would be developed.

RESOLVED /-

1. That it be noted that the GM Police and Crime Panel was currently undertaking a review of governance arrangements for the Travel Safe Partnership, the outcome to be submitted to the future meeting of the Committee.
2. That it be noted that intelligence was used to identify anti-social behaviour 'hot-spots' which were addressed collaboratively with partners.
3. That it be noted that discussions continue with bus operators in terms of expanding participation in the Travel Safe Partnership.
4. That it be noted that the breakdown of statistics regarding Bus Shelters was based on the 'asset owner'.
5. That it be noted that a communications strategy would be developed.
6. That it be noted that work was underway to explore the potential to expand Exclusion Orders beyond Bus Stations to the whole of the transport network.
7. That it be noted that British Transport Police and Greater Manchester Police actively use their social media outlets to publicise the name of offenders, with the exception of minors.
8. That the increased number of Police Officers to work within the Travel Safe Partnership be noted.
9. It be noted that the concerns of the Committee regarding GMP Bank Holiday shift patterns would be raised with the GMP Chief Inspector.
10. That it be noted that work was underway to ensure appropriate Traffic Orders were in place around schools and enforcement by GMP.

7. NETWORK PERFORMANCE

Alex Cropper, Head of Operations, TfGM, introduced a report to the Committee which provided an overview of Transport Network Performance for June 2019.

Members were advised that the format of the report had changed and now included key performance indicators. Measures and metrics were stated as being available in the glossary. It was clarified that Network Performance targets marked as 'none applicable' were quarterly targets, and it was intended that increased performance data would be brought to future meetings of the Committee.

The following key points were made:

- Metrolink continued to have a good overall performance, however some concerns remained around the availability of units, although this was not impacting on customer service levels at present.
- A service performance decline was reported for rail services in July, however work was ongoing with operators to attempt to address this.
- Bus service performance continued to do well with a general improving trend.
- Positive engagement with Go North West following the commencement of their operation in Greater Manchester in June.
- The Highways network had showed an improving trend due to alleviated traffic during the summer school holiday period.
- Upcoming major schemes such as Regent Road/ Water Street works were due to complete in this period.
- Metrolink and bus operators had both contributed to the success of this year's Parklife Weekender Festival.
- Leigh Guided Busway continued to do well in terms of patronage levels.
- The Yellow School Bus Portal and Our Pass initiative were noted as progressing well
- The launch of contactless payments on Metrolink had commenced in July.

Members raised the issue of tackling over-crowding on trains, it was acknowledged that TfGM continue to engage with train operators on this matter and were aware that the rollout of new stock had not been as seamless as first envisaged.

Members requested further statistical information that indicated whether punctuality had been improved in the services that had received increased subsidies or had reduced their frequency. It was requested that further information be provided in relation to heavy rail operators would be included in reports going forward. In the event that actual figures were not provided by operators, a TfGM assessment of an acceptable level would also be useful to Members.

In relation to a specific experience of a Member in relation to deliveries being made during rush hour and potentially contributing to disruption on Regent Road, it was confirmed that the final phase of the works were approaching and contractors were attempting to finish the project as quickly as possible and also keep the cost within budget. However, this issue would be brought to the attention to relevant officers within TfGM.

In terms of rail performance, Members made reference to service deterioration linked to an additional 319 units from other train operators to Northern. It was clarified that TfGM have made Northern aware of these increased issues.

RESOLVED /-

1. That the report be noted.
2. That it be noted that there was continued engagement with Train Operators to impress upon them the need to increase capacity.

3. That the impact of decisions taken by GM Transport Committee on Bus Network Performance be incorporated in future Transport Performance reports.
4. That it be noted that discussions would be held with the Regent Road Project Team, with a view to planning the delivery of materials to minimise disruption in peak traffic times.
5. That it be noted that dialogue with train operators regarding overcrowding and in particular around 'short forming' and the roll out of new rolling stock continued.
6. That it be noted that future reports will incorporate evidenced performance data for transport modes.
7. That it be noted that Officers would look to establish a monthly target based on the current data analysis and where there was no established industry standard.

8. FORTHCOMING CHANGES TO THE BUS NETWORK (KEY DECISION)

Nick Roberts Head of Services & Commercial Development, TfGM, introduced a report to Members which highlighted the changes that had taken place to the bus network since the last meeting of the Committee.

Annex A to the report addressed proposed changes to commercial services that would come into effect in early September. Members commented that having a historical overview of any ongoing changes to services would be useful in order to give informed comments. Members further expressed concern around the reduction of services through the Sale West estate particularly in relation to those travelling to Trafford General Hospital, Trafford Park and the Trafford Centre. TfGM would pick up these concerns with the respective Members directly.

Annex B to the report highlighted proposed changes to commercial services and provided brief details of the implications and subsequent actions of these changes. Members raised a series of questions around the reduction of the 389 Service, specifically in relation to passengers with mobility issues accessing Tameside General Hospital. Members further enquired about the short-term funding for the trial of the 389 Service, and whether it allowed for enough time to establish it as a self-funding service. It was confirmed to Members that this was to avoid operators committing to services that were undeliverable. Operators were hoping that services were viable and in that event, any remaining funding would be used to introduce a wider variety of services on this route.

Regarding the V1 and V4 summer timetable, this was confirmed as coming to an end on 2nd September, however, subject to potential very minor amendments, it was clarified that this would then revert to the previous timetabled service.

Members expressed disappointment at the changes to the number of services withdrawn from Oldham, and requested to discuss this detail with TfGM officers outside of the meeting. Members also raised concerns that topography (as well as distance) needed to be considered when reviewing the active services.

Annex C to the report listed proposals for changes to general subsidised services.

RESOLVED /-

1. That it be agreed that Officers review the historical context of service changes to enable Members to make informed decisions where services had changed on a number of occasions.
2. That the changes to the commercial network and the proposals not to replace the de-registered commercial services as set out in Annex A be noted.
3. That Officers meet with Councillors Evans and Adshead to discuss the alternative options available to passengers who had previously have used the 245 Service.
4. That the Committee record it's thanks to Officers for their work in assisting with the introduction of the new 502 and 503 service in Bolton.
5. That the Committee record it's thanks to Officers for the efforts made in securing alternative services following the withdrawal of a number of services from Ashton.
6. That the proposed action taken in respect of changes or de-registered commercial services as set out in Annex B be agreed.
7. That it be noted that Officers would look at the alternative options available to passengers with mobility issues from the Hyde and Gee Cross area to Tameside General Hospital.
8. That it be noted that Officers would meet with Councillor Ur-Rehman regarding the service charges to the Oldham area.
9. That the proposed changes to general subsidised services set out in Annex C be approved.

9. GREATER MANCHESTER TRANSPORT COMMITTEE WORK PROGRAMME

Gwynne Williams Deputy Monitoring Officer, GMCA, took members through the work programme for the GM Transport Committee.

Members welcomed the work programme and sought assurance that reports previously requested would be added to the work programme.

RESOLVED /-

1. That the draft work programme be welcomed.
2. That the draft work programme be agreed subject to the inclusion of the following items:
 - Social Value
 - Road Safety Scheme & Drive Safe
 - Orbital Routes and connect GM Towns
 - Speed Camera Partnership
 - Deprived Communities and Access to Affordable Transport
 - Tram/Train Development & Trails
 - Our Pass Communications Strategy
 - Our Network – 2040 Plan
 - Bus Lane Camera Operation and Breakdown of Fines
3. That the work programme be noted.

10. EXCLUSION OF PRESS AND 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 items on business on the grounds that this involves the likely disclosure of exempt information, as set out in the relevant paragraph, 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.

PART B

11. FORTHCOMING CHANGES TO THE BUS NETWORK

RESOLVED /-

That the financial implications of forthcoming changes to the bus network be noted.