

**MINUTES OF THE VIRTUAL MEETING OF THE GREATER MANCHESTER TRANSPORT COMMITTEE
HELD ON FRIDAY 9 OCTOBER 2020 VIA MICROSOFT TEAMS**

PRESENT:

Councillor Mark Aldred (in the Chair)	Wigan Council
Councillor Stuart Haslam	Bolton Council
Councillor Richard Gold	Bury Council
Councillor Sean Fielding	GMCA
Councillor John Leech	Manchester City Council
Councillor Angeliki Stogia	Manchester City Council
Councillor Dzidra Noor	Manchester City Council
Councillor Atteque Ur-Rehman	Oldham Council
Councillor Howard Sykes	Oldham Council
Councillor Shah Wazir	Rochdale Council
Councillor Roger Jones	Salford Council
Councillor David Meller	Stockport MBC
Councillor Doreen Dickinson	Tameside MBC
Councillor Warren Bray	Tameside MBC
Councillor Peter Robinson	Tameside MBC
Councillor Nathan Evans	Trafford Council
Councillor Steve Adshead	Trafford Council
Councillor Joanne Marshall	Wigan Council

OFFICERS IN ATTENDANCE:

Eamonn Boylan	Chief Executive, GMCA & TfGM
Bob Morris	Chief Operating Officer, TfGM
Steve Warrener	Finance and Corporate Services Director, TfGM
Gareth Turner	Interim Head of Travel Change, TfGM
Alison Chew	Interim Head of Bus Services, TfGM
Nick Roberts	Head of Services & Commercial Development, TfGM
Kate Brown	Director of Corporate Affairs, TfGM
James Baldwin	Senior Policy Officer, TfGM
Peter Boulton	Head of Highways, TfGM
Richard Nickson	Programme Director for Cycling & Walking, TfGM
Liam Scholes	Greater Manchester Youth Combined Authority
Rose Marley	Advisor to the Our Pass scheme
Simon Greenhalgh	Communications and Stakeholder Manager, Our Pass
Simon Warburton	Director of Strategy, TfGM
Gwynne Williams	Deputy Monitoring Officer, GMCA
Nicola Ward	Governance Officer, GMCA

GMTC 64/20 APOLOGIES

1. That apologies be noted and received from Councillor Barry Warner, Salford Council.
2. That it be noted that Councillor Phil Burke (Rochdale) and Councillor Roy Walker (Bury) were unable to join the meeting due to technical difficulties.

GMTC 65/20 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

Resolved /-

1. That it be noted that officers have drawn up a procedure for handling petitions, that will be shared with members of the GMTC in due course.
2. That the appointment of Councillor David Meller to CLES (The National Organisation for Local Economies) Board be noted.
3. That all members are requested to complete their Annual Declaration of Interest form and return to Nicola Ward, Governance & Scrutiny as soon as possible.
4. That it be noted that there are two reports included within this agenda in relation to an item of urgent business – Forthcoming Changes to Bus Services.

GMTC 66/20 DECLARATIONS OF INTEREST

Resolved /-

There were no declarations of interest in relation to any item on the agenda.

GMTC 67/20 MINUTES OF THE GM TRANSPORT COMMITTEE MEETING HELD 14 AUGUST 2020

Resolved /-

That the minutes of the meeting held 14 August 2020 be approved.

GMTC 68/20 GOVERNANCE REPORT

Resolved /-

That the minutes of the following sub committees be noted –

- Bus Services – 11 September 2020
- Metrolink and Rail – 18 September 2020

GMTC 69/20 GMTC WORK PROGRAMME

Resolved /-

1. That the GM Transport Committee Work Programme be noted.
2. That it be noted that the GM Clean Air Plan was a decision of the Local Authorities which TfGM were advising upon and had been considered at regular intervals by the GMCA Housing, Planning and Environment Overview and Scrutiny Committee, and therefore was not in the remit of the GMTC.
3. That further reports would be submitted for the Committee's consideration about public transport recovery planning and confidence in public transport at a timely opportunity.

GMTC 70/20 TRANSPORT NETWORK PERFORMANCE UPDATE

Bob Morris, Chief Operating Officer TfGM, took the Committee through the latest performance data in relation to all public transport modes across Greater Manchester. There had been a tail off in relation to the number of trips taken over the past couple of weeks to 30% of pre-covid levels as a result of the introduction of additional local restrictions.

Bus journeys were especially down on Saturdays, and there had been a clear reduction in patronage on rail services to Manchester Airport. As a result of fewer passengers, there had been an increase in Metrolink units where social distancing was possible.

Face covering compliance was generally good, however, school children were less compliant. This was being addressed through direct liaison with specific schools and through 'days of action' to targeted areas. In relation to this, Members commented that as it was not mandatory to wear face coverings on designated school transport it was understandable that compliance was low, and that further enforcement would be beneficial. Officers added that education through a range of approaches would also be helpful, as inspectors could not be present on every vehicle.

Members asked if GM was subject to further lockdown measures, what would be the impact to patronage levels across the public transport network and ultimately, the financial impact to operators and TfGM. Officers confirmed that short term funding was being received for Metrolink, Bus and Rail from the Department for Transport (DfT), and that indications were that this would continue into the short and medium future. In relation to this, Members asked whether lower patronage levels would result in less funding from DfT and therefore potential cuts to services. Officers confirmed that there would be a difficult period ahead, but that at present, the Government was committed to supporting all public transport services in GM.

Resolved /-

1. That the report be noted.
2. That the updated presentation be shared with members of the GMTC.

GMTC 71/20 OUR PASS PILOT UPDATE

Rose Marley, Advisor to the Our Pass scheme introduced a report which provided an overview of card uptake and bus travel prior to, during, and after the coronavirus lockdown; and also gave an overview of Our Pass exclusive (i.e. opportunity) provision as part of Greater Manchester's ongoing commitment to young people's development.

Currently there had been 63,000 cards issued, with 650,000 journeys taken since the scheme's launch in September 2019. Exclusive offers that could be measured had been experienced by 8000 young people and these offers had been supported by a wide range of local businesses.

The vision for the scheme was that young people were involved in the planning, design and delivery of the Our Pass scheme to ensure that it met the needs of young people in higher education or training across GM.

Liam Scholes, an Our Pass user also shared his first-hand experience with the Committee. At 17 years old he was attending Pendleton College and had never previously used bus services. As it was affordable, he reported that since joining the Our Pass schemes he was more self-sufficient and no longer had to rely on his parents to get to places. He shared comments from other Our Pass users which illustrated how young people had been able to access experiences such as the theatre and football matches, and other opportunities that it had opened up to improve their education, work experience and life aspirations. In response to questions from Members, he reported that young people could find out about the scheme via their school or college, through advertising at bus stops and through social media. Liam further reported that amongst his peers, there was a strong desire to join the scheme to not only access more affordable bus services but also benefit from the Our Pass exclusive provision.

Members asked how officers plan to evaluate the number of extra journeys taken and future estimated journeys as a result of the scheme. Officers responded that there was a base line survey taken prior to the launch of the project to inform the business case, a follow up survey was also undertaken during the summer period to understand the shifts in the way that young people travel and both of these data sets would inform the evaluation of the pilot. Other Members felt that many of the benefits of this scheme may not be able to be quantified, and that there were many anecdotal impacts for Our Pass users that were more qualitative but that would need to be taken into account as part of the evaluation.

Members of the committee questioned whether the scheme could be extended to young people who were in college for more than two years and over the age of 18 years as past this point, they no longer qualified. A full evaluation of the pilot would illustrate how the original parameters had been set, and how the required public subsidy had been specifically targeted to years 12 and 13. The care leavers extension would allow students aged between 18-21 years who had previously been in care to be eligible for the scheme.

Other Members shared their personal experience of the Our Pass scheme and welcomed the independence that it had offered their children, in addition to the environmental benefits from having less cars on the road.

The Chair reported on the positive reception that the scheme was given by the GM Youth Combined Authority, and urged that Members look past the last few months where opportunities

for young people to attend events and travel widely across Greater Manchester had become restricted due to Covid, and look towards a future where Our Pass had a greater potential to give further opportunities to this generation.

In relation to the timeline, and total amount of funding committed, Members sought clarification as to whether the cost to date was £25m and if there had been any savings as a result of Covid. Furthermore, whether the pilot will still planned to finish in August 2021. Officers confirmed that the pilot was a two-year scheme, due to be evaluated in Summer 2021 and running at a cost of £15.93m per year. Since the return of schools and colleges, there had been a significant lift in Our Pass requests and additional bus journeys, which had begun to indicate a prompt recovery, however the future uptake in the current climate remained uncertain.

Members sought further clarification as to how arrangements had been made with operators regarding the cost per journey etc. Officers confirmed that this was on a rate per journey that considered two factors, revenue forgone, and an assessment of additional capacity needed to accommodate these journeys. TfGM's budget had been agreed on a set of assumptions, and by the end of 2020 the budget was in line however, this would continue to be reviewed frequently. The GMCA would consider the evaluation and determine what would happen following the pilot scheme.

Members of the Committee recognised that this scheme was fundamentally about a mindset change, creating a new generation of bus users and that whilst it was important to ensure it was value for money, any evaluation of its impact should not merely be set against cost. The difficulties of 2020 and the impact of the Covid pandemic were also recognised as limiting, but despite this, Members were pleased to see such a large-scale demand for the scheme to date.

Resolved /-

1. That the report be noted.
2. That members would support further uptake of the Our Pass scheme in their own Local Authority through promoting the benefits and ensuring young people are aware as to how to apply.
3. That thanks be recorded to Liam Scholes, representing the Greater Manchester Youth Combined Authority for sharing his experience of being an Our Pass user with the Committee.

GMTC 72/20 IMPACT OF ROAD SAFETY SCHEMES

Peter Boulton, Head of Highways TfGM took Members through a report which provided a review of previously implemented road safety schemes, that were funded or part funded by the 'Safer Roads Partnership'. Between 2013-16 GM partners had been invited to submit applications for funding for road safety schemes to supplement their own local funding. Monitoring of the schemes was undertaken by the delivery body, usually the Local Authorities, and 16 months of pre and post implementation data was used to assess each scheme against benefit to cost ratio, and ultimately value for money.

Although not all schemes to date had 16 months data available, in each year TfGM were able to

demonstrate benefit to cost ratios in excess of 3:1 which demonstrated good value for money, as per the DfT recommended approach.

Post 2016, following a legal ruling, the scheme was no longer permitted to support capital funded schemes, but the surplus money collated through drive safe courses could still be used to fund revenue-based schemes.

Members expressed their continued concerns regarding the danger of roads in GM, and the impact on the feeling of 'safety' amongst residents. With regards to the recently published HMICFRS report regarding national road safety, Members questioned whether any of its findings had been beneficial to GM's approach. Officers informed the Committee that TfGM regularly considered such reports and would include feedback from their findings in their next report to GMTC.

The Committee urged that future reports on road safety offer a greater level of detail regarding the schemes, especially those where 16 months post implementation data was available. Members expressed concern regarding those schemes that were no longer eligible for funding, and whether revenue schemes still in scope were as effective or as beneficial as previously funded capital schemes. It was felt that in future reports, it would be helpful to compare outcomes from schemes to help Members understand which were most successful and should be prioritised going forward.

Members asked what impact the decision to not provide Drive Safe Courses had on the income stream to TfGM. Officers reported that this was a decision taken by other police forces to move their provision in-house or to other providers. However, TfGM would continue to look for further opportunities going forward.

In relation to speed camera provision, members expressed their concern regarding the lack of elected member accountability in determining the criteria for the placement of new cameras. Officers reported that cameras were funded and maintained through the relevant Local Authority, and that the decision to locate new cameras was made by GMP against a set of agreed guidelines.

Resolved /-

1. That the report be noted.
2. That a fuller evaluation of previously agreed and implemented schemes would be included in future reports.
3. That information on Drive Safe schemes be reported to a future meeting of the GMTC, and specifically information in relation to the financial impact to TfGM of no longer providing these courses be provided directly to Cllr Sykes.
4. That further information as to the criteria for the placement of speed cameras, and particularly the elected member representation within this governance arrangement be reported directly to Cllr Sykes.

Richard Nickson, Programme Director for Cycling & Walking TfGM, introduced a report which provided an update on GM cycling and walking activities over the last 12 months and set out key actions up to December 2021. Over 55 miles of world class walking and cycling routes were targeted to be implemented by the end of 2021, estimated at a value of £85m.

Within the overarching Made to Move Active Travel Plan, there had been a number of programmes introduced including Active Neighbourhoods, Bee Network, safe crossings and a GM bike hire scheme. Since January the plan had been divided into five critical areas to assist with its delivery, Strategy, Infrastructure, Access to active travel, Safety and technical policy and Activation.

There had been significant growth in walking and cycling across GM over the past few months indicating an increased desire for active travel during the Covid pandemic and in response to this, the Government had created the Emergency Active Travel Fund for schemes across GM to encourage people to walk and cycle rather than revert back to their cars. Officers were now awaiting a funding settlement for schemes included in tranche 2 which contained significant ambitions of Local Authorities to support this agenda.

Members welcomed the Government consultation on pavement parking and thanked the team for all their work to stimulate progress in the area of Active Travel. Officers added that the programme needed to remain insight led, and that further efforts were being made in developing a network of monitoring to provide the evidence base for current and future schemes.

In relation to bike storage, Members asked whether more bike hangers could be provided across GM to remove the issue of a lack of bike storage for potential future users. Officers confirmed that they were aware that there were considerable levels of interest in such schemes and investigations as to potential solutions were underway.

Members questioned how much of the £160m budgeted had been spent to date, and whether the pace would be sufficient to ensure delivery. Officers reported that the overall spend to date was £15m (£12.6m on schemes) and that there was £48m of approved schemes ready to take forward.

Members asked how many miles had been delivered in the last three years and how the pace would be increased to ensure the target could be achieved. Officers reported that by April 2021, 4 miles of network would be delivered and that the programme then dramatically accelerated over 2021 based on what Local Authorities were proposing to deliver. It was recognised that this was a challenging programme with a long pre-cursor to get the 100 schemes started that also required comprehensive elements of public consultation. However, officers were confident that Local Authorities were committed to the level of programme delivery required to meet the aspired targets, and that they all recognised that there would be some adaptation required in the current Covid environment.

In relation to the Bee Network, Members commented that there had been identified points that needed upgrading, but as travel habits had now changed as a result of Covid, questioned as to whether there had been a second review of the Bee Network map and a re-prioritisation of those most useful schemes. The Committee further added that these priorities should be set locally, not centrally by Government.

With regards to the announced further £2b Government funding in relation to active travel, Members asked how GM planned to bid, and whether it was felt that a bid would be successful. Officers felt that GM was in strong national position and that some further confirmation regarding this funding was anticipated in the Comprehensive Spending Review towards the end of 2020. The Propensity to Cycle tool had been used by Government to identify strong potential corridors, however, this could and had been backed up with local data when submitting to the Emergency Active Travel fund. Greater Manchester were successful in attaining 100% of the applications made to tranche, and therefore were eagerly anticipating the outcomes of tranche 2.

Members reported some public objection to tranche 1 schemes, yet also significant evidence of them being used. Officers reported that the outcomes of a national survey on Emergency Active Travel measures had shown that despite the move towards such forms of travel and the majority of people indicating their support for such schemes, the detail was imperative to determine their success. The challenge will be as more schemes are introduced, to project a message that the road space is available to all modes, and that it can be shared successfully. TfGM collating some up to date data to support the implementation of successful tranche 2 schemes.

In relation to general bureaucracy around the Active Travel programme, Members expressed concern regarding the changing scope of the required bids from Local Authorities and urged that future funding had clear priorities and guidance from the beginning to support officers in delivering the required level of consultation. Officers agreed that the delay in DfT guidance was frustrating and proved a significant challenge to LA officers, especially with regards to the late addition of the Propensity to Cycle tool. Despite this, the bids that were submitted gave a good balance between national data and local information and as a result were successful.

A member reported that bike lockers had been removed from Metrolink platforms in Ashton, which seemed contrary to GM's active travel ambitions. Officers confirmed that a number of lockers had been removed as part of a trial to provide a cycle hub in Ashton Town Centre, prior to which a survey of usage was undertaken which also assessed other available provision.

Resolved /-

1. That the report be noted.
2. That it be noted that TfGM were reviewing the location of bike hangers across the network, and that the specific complaint with regards to lockers at Metrolink Ashton be picked up with Cllr Bray directly.
3. That it be noted that GM were still awaiting confirmation as to whether their bid for Tranche 2 Emergency Active Travel Funding had been successful.
5. That it be recognised that the delay in DfT guidance in relation to the Active Travel Funding created significant pressure on Local Authorities, and that a consistent approach to consultation going forward would be beneficial.

Simon Warburton, Director of Strategy TfGM, took Members through a short report which set out the process underway to refresh the 2040 Transport Plan. He reported that the initial 2040 Plan was agreed in 2017, and that the approach taken had been successful in supporting work with Government around future funding, specifically the securing of the Transforming Cities Fund and influencing Government around a New Cities Transport Fund commitment for GM to be a pilot. The Delivery Plan had also allowed TfGM to coordinate a pipeline of investment proposals with each GM Local Authority, further giving clarity as to GM's transport priorities. The review begun in 2020, built on the draft delivery plan initially agreed in 2019 and further developed by the Mayor's Our Network vision, it will be shared with the GMCA at the end of November, and be brought back to the GMTC in December for further comments.

Resolved /-

1. That the report be noted, and the timetable & key milestones endorsed.
2. That there would be an additional briefing session for GMTC members in November in advance of the Delivery Plan being considered by the GMCA.

GMTC 75/20 FORTHCOMING CHANGES TO BUS SERVICES

Nick Roberts, Head of Services & Commercial Development TfGM, introduced an item of urgent business in relation to several planned service changes, partly as a result of North Western Buses terminating their contracts in relation to services in Tameside. In addition, the report detailed some contractual changes within the Bolton and Wigan areas, which had been shared with local Members in advance. Negotiations in relation to these services had experienced delays, resulting in exceptional circumstances and late notification to Members.

Members were concerned that information in relation to bus service changes was not being disseminated to all local Councillors, and that in some Local Authorities this process was not taking place. Officers agreed to review this process again.

In relation to service 396 and the consequence of merging with the 419, the leg that serves Park Cakes and Newton Heath was planned to be withdrawn. Members expressed their concern, as this was a key part of the route that was particularly popular with elderly residents. Officers agreed to look at alternative options for this element of the route.

Resolved /-

1. 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.
2. That it be agreed that no action is taken in respect of changes or de-registered commercial services as set out in Annex A.
3. That the proposed action taken in respect of changes or de-registered commercial services as set out in Annex B be approved.
4. That the proposed changes to general subsidised services set out in Annex C be approved.

5. That member's concerns in relation to service 396 be noted, and alternative options be discussed directly with Cllr Fielding.

GMTC 76/20 DATE AND TIME OF FUTURE MEETINGS

Resolved /-

That the date of future meetings be noted.

GMTC 77/20 EXCLUSION OF THE 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 involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

GMTC 78/20 FORTHCOMING CHANGES TO BUS SERVICES

Resolved /-

That the report be noted.