

**MINUTES OF THE MEETING OF THE
GREATER MANCHESTER TRANSPORT COMMITTEE
HELD ON WEDNESDAY 18 JUNE 2021 AT MANCHESTER TOWN HALL**

PRESENT:

Councillor Mark Aldred (in the Chair)	Wigan Council
Councillor Stuart Haslam	Bolton Council
Councillor Mohammed Ayub	Bolton Council
Councillor Jackie Harris	Bury Council
Councillor Kevin Peel	Bury Council
Councillor Naeem Hassan	Manchester City Council
Councillor John Leech	Manchester City Council
Councillor Emma Taylor	Manchester City Council
Councillor Norman Briggs	Oldham Council
Councillor Phil Burke	Rochdale MBC
Councillor Doreen Dickinson	Tameside MBC
Councillor Warren Bray	Tameside MBC
Councillor Roger Jones	Salford Council
Councillor Tom McGee	Stockport MBC
Councillor Angie Clark	Stockport MBC
Councillor Steve Adshead	Trafford Council
Councillor Nathan Evans	Trafford Council
Councillor Joanne Marshall	Wigan Council
GM Mayor Andy Burnham	GMCA
Councillor Andrew Western	GMCA

OFFICERS IN ATTENDANCE:

Eamonn Boylan	Chief Executive GMCA & TfGM
Bob Morris	Chief Operating Officer, TfGM
Simon Warburton	Transport Strategy Director, TfGM
Stephen Rhodes	Customer Director, TfGM
Kate Brown	Director of Corporate Affairs, TfGM
Danny Vaughan	Head of Metrolink, TfGM
Gwynne Williams	Deputy Monitoring Officer, GMCA
Nicola Ward	Governance Officer, GMCA

ALSO IN ATTENDANCE:

Nigel Featham	Go North West
Daniel Coles	Network Rail
Chris Jackson	Northern
Matthew Rawlinson	Diamond
Lucja Majewski	Transpennine Express
Charlie French	

That apologies be noted and received from Councillor Howard Sykes (Councillor Angie Clark substituting), Councillor Elise Wilson (Councillor Tom McGee attending) and Councillor Barry Warner.

GMTC 20/21 APPOINTMENT OF CHAIR FOR 2021/22

Resolved /-

That it be recommended to the GM Mayor that Councillor Mark Aldred be appointed as Chair of the GM Transport Committee for 2021/22.

GMTC 21/21 APPOINTMENT OF VICE CHAIRS FOR 2021/22

Resolved /-

That Councillors Roger Jones and Doreen Dickinson be appointed as Vice Chairs of the GM Transport Committee for 2021/22.

GMTC 22/21 MEMBERSHIP FOR 2021/22

Resolved /-

That the membership of the GM Transport Committee for 2021/22 be noted as below.

Members	Representing	Political Party
Stuart Haslam	Bolton	Conservative
Kevin Peel	Bury	Labour
Naeem Hassan	Manchester	Labour
Emma Taylor	Manchester	Labour
Norman Briggs	Oldham	Labour
Phil Burke	Rochdale	Labour
Roger Jones	Salford	Labour
TBC	Stockport	Labour
Warren Bray	Tameside	Labour
Steve Adshead	Trafford	Labour
Joanne Marshall	Wigan	Labour
Andy Burnham	GM Mayor	Labour
Andrew Western	GMCA	Labour
Doreen Dickinson	Mayoral appointment	Conservative
Nathan Evans	Mayoral appointment	Conservative
Jackie Harris	Mayoral appointment	Conservative
Mark Aldred	Mayoral appointment	Labour
Mohammed Ayub	Mayoral appointment	Labour
Susan Emmott	Mayoral appointment	Labour
Barry Warner	Mayoral appointment	Labour
Elise Wilson	Mayoral appointment	Labour

John Leech	Mayoral appointment	Liberal Democrat
Howard Sykes	Mayoral appointment	Liberal Democrat

Substitutes	Representing	Political Party
Stuart Hartigan	Bolton	Conservative
Nathan Boroda	Bury	Labour
Julie Connolly	Manchester	Labour
John Farrell	Manchester	Labour
George Hulme	Oldham	Labour
TBC	Rochdale	Labour
Mike McCusker	Salford	Labour
Angie Clark	Stockport	Liberal Democrats
TBC	Tameside	Labour
James Wright	Trafford	Labour
Paul Prescott	Wigan	Labour
Brenda Warrington	GM Mayor	Labour
Eamonn O'Brien	GMCA	Labour
Linda Holt	Mayoral appointment	Conservative
Adam Marsh	Mayoral appointment	Conservative
Tom McGee	Mayoral appointment	Labour

GMTC 23/21 APPOINTMENTS TO THE GMTC SUB COMMITTEES – BUS SERVICES AND METROLINK & RAIL

Resolved /-

1. That the membership of the GMTC Sub Committees be agreed as below –

BUS SERVICES

Members	Representing	Political Party
Councillor Roger Jones	Salford Council	Labour
Councillor Warren Bray	Tameside MBC	Labour
Councillor Kevin Peel	Bury Council	Labour
Councillor Naeem Hassan	Manchester City Council	Labour
Councillor Mark Aldred	Wigan Council	Labour
Councillor Susan Emmott	Rochdale Council	Labour
Councillor Barry Warner	Salford Council	Labour
TBC	Stockport MBC	Labour
Councillor Nathan Evans	Trafford Council	Conservative
Councillor Jackie Harris	Bury Council	Conservative
Councillor John Leech	Manchester City Council	Liberal Democrat

METROLINK & RAIL

Members	Representing	Political Party
----------------	---------------------	------------------------

Councillor Emma Taylor	Manchester City Council	Labour
Councillor Norman Briggs	Oldham Council	Labour
Councillor Phil Burke	Rochdale Council	Labour
Councillor Joanne Marshall	Wigan Council	Labour
Councillor Mohammed Ayub	Bolton Council	Labour
Councillor Andrew Western	GMCA	Labour
Councillor Elise Wilson	Stockport MBC	Labour
Councillor Steve Adshead	Trafford Council	Labour
Councillor Doreen Dickinson	Tameside MBC	Conservative
Councillor Stuart Haslam	Bolton Council	Conservative
Councillor Howard Sykes	Oldham Council	Liberal Democrat

2. That it be noted that Councillor Roger Jones be appointed as Chair and Councillor Warren Bray be appointed as Vice Chair for the Bus Services Sub Committee.
3. That it be noted that Councillor Doreen Dickinson be appointed as Chair and Councillor Emma Taylor be appointed as Vice Chair for the Metrolink & Rail Sub Committee.

GMTC 24/21 MEMBERS CODE OF CONDUCT

Resolved /-

That the GMCA Members Code of Conduct be noted.

GMTC 25/21 TERMS OF REFERENCE AND RULES OF PROCEDURE

Resolved /-

That the GM Transport Committee Terms of Reference and Rules of Procedure be noted.

GMTC 26/21 APPOINTMENTS TO OUTSIDE BODIES

Resolved /-

1. That Councillors Phil Burke, Roger Jones, Mark Aldred and Doreen Dickinson be appointed to the Greater Manchester Accessible Transport Board.
2. That it be noted that one Labour vacancy remains to the GMATL Board which would be appointed to at the next meeting.
3. That Councillor Steve Adshead be appointed to the Green City Region Partnership.

GMTC 27/21 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

Resolved /-

There were no chairs announcements or items of urgent business.

GMTC 28/21 DECLARATIONS OF INTEREST

Resolved /-

That it be noted that Councillor Phil Burke declared a personal interest in relation to item 13, Transport Network Performance.

GMTC 29/21 MINUTES OF THE GM TRANSPORT COMMITTEE MEETING HELD 24 MARCH 2021

Resolved /-

That the minutes of the GM Transport Committee meeting held 24 March 2021 be approved as a correct record.

GMTC 30/21 MAYORAL PRIORITIES

The GM Mayor, Andy Burnham gave a verbal presentation on his ambitions for public transport reform in Greater Manchester. After decades of efforts, unfortunately bus and rail still remained fragmented systems that seemed to be working less and less well. However, the case for change was now supported by a public who also want to see more control over Greater Manchester's Public Transport System.

The Our Network brought together a strong and coherent vision, which had begun to be delivered through the Bee Network, and as it expanded would bring together the more complex elements of the system under one umbrella, with a single brand and an easy to navigate structure.

As the Government had begun to indicate their ambitions to level up and see public transport reform, it was a timely opportunity for GM to align their own ambitions and push for the required financial and infrastructure support to see real change. A 'London style' system would see better connected communities, access to jobs and more opportunities for young people to access education and experiences. Also driving this agenda forward was the evidential need for cleaner air, especially for those communities who have the poorest air quality and often a wider set of inequalities. Negotiations with Government regarding the implementation of this policy were ongoing, but it also proved an opportunity to look to standardise taxi and bus services so that they were supporting the clean air ambitions and meeting a standard that was more acceptable to passengers.

Bus reform would have the power to unlock many of the ambitions for a reformed public transport network by ensuring full integration with the Metrolink system, a tap in, tap out fare structure with a daily cap and more orbital routes that support access to towns across Greater Manchester. Active travel would also play a critical role in being the most sustainable choice for the first and last mile of any journey, that went on to provide the required infrastructure to take a person to their final destination.

The outcomes of the Great British Railways White Paper should also be kept on the radar, as this would give greater public control to the rail network. In anticipation there were tasks to be undertaken to improve access to rail stations, develop community infrastructure and make the railways part of local place making. Transport remained at the heart of revitalised communities and although complex through its many elements, would be key to levelling up

all of Greater Manchester.

The Bee Network Board had been established to enable focus to remain on delivery and hold TfGM to account at all stages. Chris Boardman had also been appointed as Transport Commissioner to the Board and the Mayor, providing a single point of contact with Government and continuing to develop the good working relationship that had been established through TfGM. Membership of the Board was still being refined but would include representation from the GMCA and the Transport Committee.

The Mayor reiterated the importance of the voice of local authorities and expressed how the Transport Committee could actively ensure that the needs of residents were encapsulated in the GM vision and priorities as they were delivered to ensure that they made sense for communities.

Members of the Committee raised the issue of hydrogen being a strong longer-term option to electric vehicles that should be further championed, specifically as there would be no waste used batteries etc. The Mayor believed that GM should remain open minded about the opportunities to look at hydrogen as an alternative fuel, as Liverpool were looking to introduce into some its Mersey Rail fleet. There was a clear aspiration for renewable fuel, but the preferred options would become clearer as this agenda progressed further.

The Mayor was thanked for his commitment to improving linkages to Middleton, particularly in relation to the area being highlighted as within the top tier for potential Metrolink extensions and in response he added that levelling up in the north of the conurbation was equally important which could be realised through a range of opportunities including the expansion of the Northern Gateway.

In relation to a future fare structure, Members recognised that some people were currently choosing bus travel as it was a cheaper option and would be disinclined to see prices rise as a result of a standardised fare structure. The GM Mayor responded in agreement, that there would be a modal daily cap akin to the current London style structure which retained bus travel as the cheaper option, or even better deals for residents where one ticket allowed multiple journeys within a specified time frame. Members were in agreement that it was not right for public transport to be the most expensive in outlying areas with higher levels of deprivation and therefore Government revenue subsidy would be crucial.

Taxi licensing remained an issue, especially in relation to some cabs being licensed outside of GM further removing the opportunities to ensure standard practice. The Clean Air Plan and work being undertaken on a GM level in relation to minimum taxi licensing standards gave an opportunity to make significant changes across the industry. However, currently there was no legislation to prevent out of town working but this would not prevent advice to GM residents to use GM licensed taxis. This work would also enable GM to offer a greater level of direct support to the GM registered trade throughout the changes and beyond.

Proposals for the widening of the Bee Network were welcomed, however Members urged that not all the focus was on economic levelling up, but that the health inequalities agenda remained high as the network was further developed. The clear link between clean air and health improvement was noted, and the pandemic had further highlighted the health inequalities across GM. There were a range of ways in which TfGM would continue to promote healthy lifestyles, not least through the active travel element of the Bee Network, encouraging residents to consider their first and last miles to be done by bike or on foot. Furthermore, the GM Moving campaign would continue to promote active travel for physical and mental health benefits to everyday wellbeing.

In relation to the importance of community rail assets, Members supported the aspirations of the GM Mayor to make them as accessible to all and to find ways to proactively support the 'friends of' groups who show great commitment to and have great ambitions for their local stations.

Members of the Committee welcomed the opportunities for all the elected Mayors in the north of England to come together and drive forward improvements to the rail network. The GM Mayor recognised the years of effort to date in pushing this agenda, however reported that recent communications with the Secretary of State for transport had indicated that there was a growing cross-party alignment towards greater public control for transport networks. It has also been clear that Greater Manchester has continually moved things forward throughout the last few decades and that there was an equally strong consensus here for further change. However, without the required financial support, it would be a challenge to deliver such aspirations. The GM Mayor further reminded the Committee that the Mayors from Liverpool and Manchester came together to remove the franchise from Northern, which had reduced in more control and order across the timetable. The levers were now in place to enable further change in the future as Northern had embraced the improvements. Tram/train options should also be considered as part of the vision, as evidence has shown that using an old railway line for Metrolink had resulted in six times the number of passengers being transported along the same route per day. This made a strong case for further integration.

Having witnessed the challenges of electrification of the railway, Members were concerned that the move to electric buses may prove challenging and would have significant demand on infrastructure development. In response, officers informed the Committee that the Clean Air Plan had demonstrated the level of air pollution contributed by diesel buses. Therefore, Government had indicated that there would be additional funds to support the roll out of electric buses, but that there would also be a watchful eye on the development of hydrogen vehicles. The GM Mayor also added that he would like to see the standard across the bus fleet mirroring that of the Metrolink system and ensuring that all communities were connected.

Members echoed the need for more orbital routes across the conurbation, connecting towns as well as people directly to the city centre. Reliable, direct and affordable public transport would be the only way to ultimately get people out of their cars. The GM Mayor agreed with this aspiration, and noted that through bus reform, Greater Manchester would gain more control over bus routes and would give greater opportunity to deliver orbital routes in addition to the current predominately radial network. Streets for All would also create quality bus corridors, providing high quality rapid links supported by improved streetscapes.

It would be important to keep articulating the vision for public transport in GM will be public to maintain their support and ensure that all were bought into how it could look in the future. However, the whole journey needed to be integral to the offer, including the complimentary elements available through active travel. Recognising that this would be a completely new ideal to the car traveller and therefore the offer has to be something better than they are currently experiencing.

Members were in support of a holistic approach to transport in the city region and welcomed a move from vision to delivery. Furthermore, the wider benefits of an integrated transport network would include climate outcomes which would be critical to attaining GM's 2038 target. It would also be vital to improving people's access to job opportunities as many were currently prohibited due to the cost of public transport.

The GM Mayor was asked what the single greatest barrier to delivering on this vision was, and where the Transport Committee could apply its focus. He suggested that financial support was still a barrier and that further support from Government was needed in order to bring down the overall cost of delivering a public transport which in turn would reduce ticket costs. For example, if Metrolink was subsidised, then there could be a saving actualised to the passenger. Another significant challenge was capacity, as the system becomes more attractive and patronage increases, would the system be prepared to manage this additional capacity? Overtly to the decline in GM's public transport patronage levels, London has seen a significant increase in passenger numbers and revenue since their system was integrated. Greater control over rail assets was also thought to be a transformational step in delivering this vision, and the GM Mayor welcomed the Committee's support in reviewing how the current infrastructure could be best used.

Resolved /-

1. That it be noted that there was a clear consensus about the importance of delivering an integrated transport network for GM and the role of the GM Transport Committee in working alongside the Mayor, GMCA and ten Local Authorities to champion and support its delivery.
2. That it be noted that over the next 12 months, the GM Mayor suggested that the Committee could add value on the development and delivery of key priorities including Streets for All, the Electric Vehicle Charging Network, the GM Bike Hire scheme, and widening the benefits of community rail assets.
3. Further to this, that it be noted that the GM Mayor suggested that the biggest barriers to public transport reform included the lack of long-term Government financial support, the current capacity of the network and the unused rail infrastructure and encouraged the Committee to consider how they could actively pursue improvements in these areas.
4. That it be noted that the GM Mayor, in conjunction with officers at TfGM, would give further consideration to the importance of active travel and public transport in tackling health inequalities and associated campaign messaging.

GMTC 31/21 TRANSPORT NETWORK PERFORMANCE

Bob Morris, Chief Operating Officer for TfGM took Members through the latest transport network performance report which indicated that the number of overall trips across all modes had now reached 98% of pre-covid levels. Broken down this was c. 75% bus, 50% Metrolink, 50% rail, 95% highways, 130% cycling and 115% walking.

Key points to note included –

- There were planned Metrolink engineering works due to take place over the summer.
- Timetable increases for Metrolink were also due to come into effect from July.
- Rail were now running 80% of the timetable and had confirmed funding from DfT for the forthcoming two years.
- Bus service levels were almost at pre-covid levels, with their service specific funding agreed from DfT until the end of August 2021.
- There had been (and was further planned) active travel infrastructure growth.
- Unfortunately there had been a number of ASB incidents across the network,

predominantly at Interchanges.

- Preparations were underway for stage four of recovery, post 19 July and associated communications.

Members of the Committee were particularly interested to understand more about the next recovery phase and how TfGM were working with employers to support their staff as they returned to work and build their confidence in travelling on the public transport network. Officers reported that there had been a high level of engagement with employers which remained ongoing. In particular advice information and support had been offered regarding sustainable travel and a virtual engagement platform had been set up to provide dedicated support. Businesses were also able to gain travel planning information through TfGM's contact centre. There was a strong desire to capture all the benefits from increased active travel through the lockdown period and a planned targeted campaign to commuters at the end of June 2021.

Resolved /-

1. That the report be noted.
2. That the communications campaign scheduled for stage 4 of the roadmap be shared with Members of the Committee.
3. That it be noted that the latest performance data of all transport modes is included within the weekly update for Members.

GMTC 32/21 DATES AND TIMES OF FUTURE MEETINGS

Resolved /-

That the following dates and times of future meetings be approved –

Metrolink & Rail	16.07.21
Bus	06.08.21
Full	20.08.21
Metrolink & Rail	17.09.21
Bus	01.10.21
Full	15.10.21
Metrolink & Rail	12.11.21
Bus	19.11.21
Full	10.12.21
Metrolink & Rail	14.01.22
Bus	21.01.22
Full	18.02.22
Metrolink & Rail	11.03.22
Bus	18.03.22