

**MINUTES OF THE TRANSPORT FOR GREATER MANCHESTER COMMITTEE,
HELD ON 17 MARCH 2017 AT MANCHESTER TOWN HALL**

PRESENT

Councillor David Chadwick	Bolton
Councillor Guy Harkin	Bolton
Councillor Stuart Haslam	Bolton
Councillor Noel Bayley	Bury
Councillor Azra Ali	Manchester
Councillor Andrew Fender	Manchester (in the Chair)
Councillor Naeem Hassan	Manchester
Councillor Dzidra Noor	Manchester
Councillor Chris Paul	Manchester
Councillor Mohon Ali	Oldham
Councillor Norman Briggs	Oldham
Councillor Phil Burke	Rochdale
Councillor Ian Duckworth	Rochdale
Councillor Shah Wazir	Rochdale
Councillor Roger Jones	Salford
Councillor Barry Warner	Salford
Councillor Geoff Abell	Stockport
Councillor Annette Finnie	Stockport
Councillor Tom Grundy	Stockport
Councillor John Taylor	Stockport
Councillor Warren Bray	Tameside
Councillor Doreen Dickinson	Tameside
Councillor Peter Robinson	Tameside
Councillor Michael Cordingley	Trafford
Councillor David Hopps	Trafford
Councillor June Reilly	Trafford
Councillor Mark Aldred	Wigan
Councillor James Grundy	Wigan
Councillor Lynne Holland	Wigan
Councillor Eunice Smethurst	Wigan

OFFICERS IN ATTENDANCE

Jon Lamonte	Chief Executive, TfGM
Steve Warrener	Finance and Corporate Services Director, TfGM
Peter Cushing	Metrolink Director, TfGM

Stephen Rhodes	Customer Operations Director, TfGM
Amanda White	Head of Rail, TfGM
Howard Hartley	Head of Bus, TfGM
Daniel Vaughan	Head of Metrolink, TfGM
Alex Cropper	Head of Capital Group, TfGM
Graham Jones	TfGM Highways
Rod Fawcett	Policy Manager, TfGM
Paul Harris	GMIST

TfGMC16/68 APOLOGIES FOR ABSENCE

Apologies for absence were received and noted from Councillors Robin Garrido (Salford), Howard Sykes (Oldham) and Jamie Walker (Bury).

TfGMC16/69 DECLARATIONS OF INTEREST

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

TfGMC16/70 CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS

a) GMATL

Members were reminded that following TfGMC, a meeting of the Greater Manchester Accessible Transport Ltd (GMATL) Board was to take place.

b) Rail Update

Members noted that at the rise of the TfGMC meeting, an update on rail matters was to be provided by TfGM officers.

c) Peter Cushing

The Chair informed Members that this was to be the last meeting attended by Peter Cushing in his capacity of Metrolink Director. Members noted that during Peter's time in this role he had overseen the expansion of the Metrolink Network, a monumental capital programme, and had significantly increased Metrolink patronage which continues to carry record numbers of passengers. It was noted that Peter would now be overseeing the transition to a new Metrolink operator and that Daniel Vaughan as Head of Metrolink and Alex Cropper as Head of Capital Group would be taking over respective Metrolink operational and capital programme roles.

Members offered thanks to Peter for the significant contribution that he had made to the work of the Committee and to the travelling public and wished him well for the future. In response, Peter offered thanks to Members for their help and support.

Resolved/-

To thank Peter Cushing for the significant contribution he had made to the work of the Committee and to the Greater Manchester travelling public.

TfGMC16/71 MINUTES

The Minutes of the TfGMC meeting that took place on 13 January 2017 were submitted.

Resolved/-

To approve the minutes of the TfGMC meeting that took place on 13 January 2017 as a correct record.

TfGMC16/72 MINUTES FROM SUB COMMITTEES

a) Bus Network and TfGM Services – 20 January 2017

The minutes of the Bus Network and TfGM Services Sub Committee that took place on 20 January 2017 were submitted.

Resolved/-

To note the minutes of the Bus Network and TfGM Services Sub Committee, held on 20 January 2017.

b) Metrolink and Rail Networks - 3 February 2017

The minutes of the Metrolink and Rail Networks Sub Committee that took place on 3 February 2017 were submitted.

Resolved/-

To note the minutes of the Metrolink and Rail Networks Sub Committee, held on 3 February 2017.

c) Capital Projects and Policy - 10 February 2017

The minutes of the Capital Projects and Policy Sub Committee that took place on 10 February 2017 were submitted.

Resolved/-

To note the minutes of the Capital Projects and Policy Sub Committee, held on 10 February 2017.

d) Bus Network and TfGM Services– 10 March 2017

The minutes of the Bus Network and TfGM Services Sub Committee that took place on 10 March 2017 were submitted.

Resolved/-

To note the minutes of the Bus Network and TfGM Services Sub Committee, held on 10 March 2017.

TfGMC16/73 FORWARD LOOK

Members considered a report which set out those key work streams requiring decisions from the Joint Committee over the next four months. Members also noted those significant elements of the Committee's work programme, where further updates on progress and activity are anticipated over a longer period of time.

Resolved/-

To note the Forward Look.

Section 2

TfGMC Recommendations for Further Approval by GMCA

There were no items requiring further approval by GMCA.

Section 3

Item for Resolution by TfGMC

TfGMC16/74 2017/2018 TRANSPORT LEVY BUDGET

A report was presented which provided Members with an update on the Transport Levy Budget following the approval of the 2017 /18 Transport Levy by the Greater Manchester Combined Authority (GMCA) on 27 January 2017. The report also included an update on the latest outturn position for TfGM for 2016/17.

Members noted that prior to the approval by GMCA, the transport budget was the subject of a scrutiny process involving the Leaders and Treasurers of Bury and Wigan Councils and the GMCA Portfolio Lead for Investment Strategy and Finance.

Members also noted that the Levy budget represented a cash standstill position, after accounting for the usage of reserves, when compared to 2016/17 and that the Budget presented in the report relates to the TfGM element of the Transport Levy budget and includes all the costs of TfGM, including its own financing costs but excludes the financing and overhead costs of GMCA. The levy funding allocated to TfGM in 2017/18 is £126.2 million.

Following a comment from a Member, officers noted that the 2017/18 Budget was challenging but aside of these challenges, TfGM remained committed to providing first class public transport for Greater Manchester.

Members noted that a Transport Budget Briefing took place at Manchester Town Hall in early February. Officers noted that despite the wide promotion of this Briefing across a number of media platforms, it was sparsely attended and it was suggested that thought was needed as to how this engagement would take place in the future.

Resolved/-

1. To note the Transport Levy and the proposals recommended by the Scrutiny Panel and approved by the GMCA on 27 January 2017, which is a cash standstill funding position.
2. To grant approval of the proposed increase in Bus Station Departure Charges of one pence (1.6%), as set out in the report, with effect from 14 May 2017.
3. To agree the proposed simplification and increase of Local Link fares, to be implemented on 5 June 2017, which is expected to save circa £20,000 annually and circa £15,000 in 2017/18 (based on 9 months), as set out in the report.
4. To agree to the increase in TfGM's Schools' Weekly Pass, which has not changed since 2011, from £6.50 to £7.00, as set out in the report.
5. To agree the proposed changes to charges for the issue and replacement of Concessionary Passes to £10.00, as set out in the Section 6 to the report.
6. To note that the budget approved by GMCA on 27 January 2017 included a grant of up to £4.657 million for GMATL.

TfGMC16/75 GM CASUALTY REDUCTION PARTNERSHIP UPDATE

Members considered a report which provided an update on the delivery of schemes by the Casualty Reduction Partnership and sought Members approval of the Casualty Reduction Partnership funded schemes.

With regard to the Rochdale Townhead junction improvements scheme, as set out at Appendix B to the report, a Member highlighted continuing incidents of congestion at this location. In response, TfGM officers undertook to speak to Rochdale Highway officers in this regard.

A Member highlighted that although Manchester continued to be one of the lowest casualty rates when compared to other cities, on average there was one fatality per week in Greater Manchester. Members noted that work was continuing to encourage better behaviour in relation to driving, cycling and walking.

Following a comment from a Member regarding the behaviour of some young drivers, officers highlighted the "Safe Drive Stay Alive" initiative worked with colleges and schools. Members noted that this was a voluntary programme and required the assistance of North West Ambulance Service and the Fire and Rescue Service.

A Member highlighted the benefits of 20 mph zones and sought clarification of enforcement measures. In response, officers explained that all 20 mph zones needed to be self-enforcing and would need to include the use of physical measures to reduce traffic speeds.

Resolved/-

1. To note the latest position on the delivery of road safety schemes by the Casualty Reduction Partnership.
2. To note the intention to accelerate further casualty reduction measures utilising ring-fenced reserves, as set out in the report.
3. To grant approval of the Casualty Reduction Partnership funded schemes to commence in 2017/18, as set out in paragraph 2.5 to the report.

4. To note that TfGM would contact Rochdale Highway officers in relation to the Townhead Junction improvement scheme.

Section 4 - Items for Information

TfGMC16/76 POLICY PRIORITIES UPDATE

A report was presented which provided Members with an update on the progress made in achieving the Committee's policy priorities. These policies include:

- Overseeing the Greater Manchester 2040 Transport Strategy and the accompanying delivery plans.
- Bus reform and transport devolution.
- Air Quality and Sustainable Travel Choices.
- Capital Programme and Service Delivery.

With regard to Air Quality measurement and in response to an enquiry from a Member, officers noted that there are currently 17 reference sites across Greater Manchester and undertook to explore if any of these sites were located close to schools.

A Member highlighted that traffic congestion and poor air quality issues continues to impact on health and the public purse and noted that for relatively small investment, active travel can make a significant difference. Links with Defra and the Department for Health would be helpful. In response, officers noted their disappointment that recent funding bids had not been successful and would continue pressing the Government in this regard. Members did however welcome that TfGM had been successful in securing funding for walking and cycling to work schemes.

In response to an enquiry from a Member, officers undertook to provide details of the locations of the proposed 20 mph zones that were referenced in the report. A Member highlighted that the provision of 20 mph zones changes driver attitude and child safety and for these reasons, should be encouraged.

With regard to the progress made in enabling residents to make sustainable travel choices, a Member sought clarification as to whether the target for cycle training attendees was measured on the basis of a calendar year or over a financial year. In response, officers undertook to respond directly to the Members concerned after the meeting.

A Member highlighted the action being taken in Stockport to deter car engines running idle whilst parents were waiting for their children outside schools.

In relation to air quality measurement, a Member commented that although the current target for Greater Manchester was challenging, it was twice the target recommended by the World Health Organisation.

Resolved/-

1. To note the progress made on the transport policy priorities, as set out in the report.

2. To note that officers were to undertake to inform Members in relation to the locations of the proposed fourteen 20 mph Zones and the annual timeframes for the measurement of the cycle training attendees target.

TfGMC16/77 SMART TICKETING UPDATE

A report was presented which set out TfGM's plans to extend the availability and range of smart ticketing to Metrolink and multi-modal on smart cards from later in 2017. The report also informed Members of TfGM's plan to partner with Transport for the North to deliver the back office infrastructure needed to support a future account based payment system. In addition, a roadmap which presented key actions and milestones in the lead up to the fully implemented smart card solution in 2022 was appended to the report.

In welcoming the report, the Chair highlighted that this was the first step to meet the long term ambitions of the Committee to provide a multi modal product.

A Member commented that technological advances may overtake what is proposed for Greater Manchester and observed that in London, debit cards rather than Oyster cards were frequently used. In response, officers noted that the proposals set out in the report include for the introduction of 'contactless' account based ticketing. The introduction of smart technology would ultimately enable customers to travel several times on different transport modes and automatically be charged the best value for their travel.

A Member commented on the implementation period for Smart card technology and enquired as to why the back office systems and protocols with transport operators were not yet in place. In response, officers noted that work was continuing to develop the back office systems and protocols.

Following a comment from a Member, officers undertook to explore further revenue protection measures on the get me there app.

Resolved/-

1. To note the plans to extend the availability and range of Smart Ticketing to Metrolink and multi-modal on Smart cards in summer 2017, as set out in the report.
2. To note those plans endorsed by Greater Manchester Combined Authority on 27 January 2017 to partner with Transport for the North to develop the IT infrastructure needed to support contactless account-based ticketing in Greater Manchester and across the North, as set out in the report.

TfGMC16/78 EXCLUSION OF PRESS AND PUBLIC

Resolved/-

To agree 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 of business on the grounds that this involves the likely disclosure of exempt information, as set out in paragraph 3, Part 1, Schedule 12A, Local Government Act 1972 and that the public

interest in maintaining the exemption outweighs the public interest in disclosing the information.

Part B

Section 5 Item for Resolution by TfGMC

TfGMC16/79 GM CASUALTY REDUCTION PARTNERSHIP BUDGET

A report was presented which sought approval of the budget for the Joint Road Safety Group and provided an update on the delivery schemes by the Casualty Reduction Partnership.

Resolved/-

To grant approval of the budget for the 2017/18 Joint Road Safety Group budget, as set out in the report.