

**MINUTES OF THE PROCEEDINGS OF THE MEETING OF THE TRANSPORT FOR
GREATER MANCHESTER COMMITTEE (TfGMC), HELD ON 12 JANUARY 2018
AT THE MECHANICS INSTITUTE, MANCHESTER**

PRESENT

Councillor David Chadwick	Bolton
Councillor Stuart Haslam	Bolton
Councillor Guy Harkin	Bolton
Councillor Noel Bayley	Bury
Councillor Rhyse Cathcart	Bury
Councillor Azra Ali	Manchester
Councillor Andrew Fender (Chair)	Manchester
Councillor Dzidra Noor	Manchester
Councillor Chris Paul	Manchester
Councillor Mohon Ali	Oldham
Councillor Howard Sykes	Oldham
Councillor Phil Burke	Rochdale
Councillor Patricia Sullivan	Rochdale
Councillor Robin Garrido	Salford
Councillor Roger Jones	Salford
Councillor Christine Corris	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 Rob Chilton	Trafford
Councillor Michael Cordingley	Trafford
Councillor June Reilly	Trafford
Councillor Lynne Holland	Wigan
Councillor Eunice Smethurst	Wigan

OFFICERS IN ATTENDANCE:

Chris Barnes
Bob Morris
Amanda White
Caroline Whittam
Jenny Hollamby

Head of Programme Management, TfGM
Chief Operating Officer, TfGM
Head of Rail, TfGM
Rail Programme Manager, TfGM
Governance & Scrutiny, GMCA

SECTION 1 STANDING ITEMS

TfGMC17/53 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Mark Aldred (Wigan), Councillor James Grundy (Wigan), Councillor Barry Warner (Salford) and Councillor Shah Wazir (Rochdale).

An apology for absence was also received from Dr Jon Lamonte (TfGM).

TfGMC17/54 CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS

There was no urgent business introduced by the Chair.

The Chair advised that a KAM presentation, following the first six months of Metrolink operation and a brief update on the rail investment programme, in light of yesterday's Northern Rail's North West electrification announcement would be provided for Members after the meeting.

TfGMC17/55 DECLARATIONS OF INTEREST

There were no declarations of interest received at the meeting.

TfGMC17/56 MINUTES OF THE LAST MEETING HELD ON 10 NOVEMBER 2017

The minutes of the previous meeting dated 10 November 2017, were submitted for consideration.

Arising from minute TfGMC17/52, a Member asked where the report was about the conclusion of Network Rail's assessment and proposals for May 2018. Officers explained that an update would be provided in the rail update presentation following the meeting.

RESOLVED/-

That the minutes of the previous meeting dated 10 November 2017, be approved as a correct record.

TfGMC17/57 MINUTES FROM SUB COMMITTEE MEETINGS

a. Bus Network and TfGMC Services Sub Committee

The minutes of the Bus Network and TfGMC Services sub Committee meeting which took place on 17 November 2017 were submitted.

RESOLVED/-

That the minutes of the Bus Network and TfGMC Services Sub Committee meeting, held on 17 November 2017, be noted.

b. Capital Projects and Policy Sub Committee

The minutes of the Capital Projects and Policy Sub Committee meeting, which took place on 1 December 2017 were submitted.

RESOLVED/-

That the minutes of the Capital Projects and Policy Sub Committee meeting, held on 1 December 2017, be noted subject to West Haughton being amended to Westhoughton in minute CPP17/26 and the word 'learning' be removed from the first bullet point in minute CPP17/27

c. Metrolink and Rail Sub Committee

The minutes of the Metrolink and Rail Sub Committee meeting, which took place on 8 December 2017 were submitted.

RESOLVED/-

That the minutes of the Metrolink and Rail Sub Committee meeting, held on 8 December 2017, be noted.

TfGMC17/58 REGISTER OF KEY DECISIONS – JANUARY 2018

Members considered the Register of Key Decisions, which set out details of key transport decisions that the Committee and its sub Committees would make over the upcoming month. Those key transport decisions that would be considered by GMCA were also included for information.

RESOLVED/-

That the Register of Key Decisions for January 2018 be noted.

SECTION 2 ITEMS FOR FURTHER APPROVAL BY GMCA

There were no items for further approval by GMCA reported.

SECTION 3 ITEMS FOR RESOLUTION BY TFGMC

There were no items for resolution by TfGMC.

SECTION 4 ITEMS FOR INFORMATION

TfGMC17/59 YEAR-END REVIEW PRESENTATION

Members noted the video presentation that was provided at the meeting.

RESOLVED/-

That the video presentation be noted.

TfGMC17/60 GREATER MANCHESTER CYCLING AND WALKING STRATEGY PRESENTATION

The Cycling and Walking Champion provided each Member with a copy of the Made to Move booklet, which was approved by the Greater Manchester Combined Authority (GMCA) in December 2017.

Members also received a presentation, which covered:

- Our goal.
- 15 steps.
- Delivering the GM network.
- The proportion of children that cycle to school.
- The cost of doing nothing.
- Cycling infrastructure pay back.
- Next steps and taking action.
- The reverse traffic pyramid.

Following the presentation, a question and answer session took place, which was noted as follows:

- All Members welcomed the plan and bold vision. The Cycling Champion was congratulated on the booklet, Members stated it was excellent piece of work. The Committee thanked the all the teams and parties involved for their help and co-operation.
- A Member asked about the ring-fenced, 10 year £1.5 billion infrastructure fund investment, how the figure was arrived at, where would the funding come from,

what targets had been set and how much would be spent on capital and revenue. It was explained that in generating the figure, the cost of undertaking the 700 miles of major road works required to allow people to walk and cycle along, recognising there was a difference in costs between main link roads and roads in town centres had been taken into account. Also added to that was the cost of civilising town centres. Consideration and comparisons had also been given at what had been spent in London on improving junctions and public realm as the geography was almost the same. In terms of funding, work was being undertaken with colleagues in the GMCA and TfGM to look for possible future funding streams but work in the initial period would be undertaken with utilising existing budgets. It was envisaged that Districts would come forward with funding and match funding would also be available. The target was a 10% increase in cycling and much more walking. Where infrastructure had been provided cycling had increased.

- A Member asked about cycle hubs and if funding was available. Cycle hubs at Media City, City Tower and a number of interchanges had already been provided. The process was being reviewed on effectiveness and improving the use of those hubs. Funding opportunities were being explored. There was a need to provide parking and storing facilities for bikes to increase cycling.
- A number of Members suggested that not enough importance had been placed on increasing walking. It was further suggested that traffic flow and not pedestrians was the priority. There was often talk about keeping the traffic flowing but not about keeping people moving. Members recommended that the barriers such as street corners and junctions were not pedestrian friendly and were more important than cycle super highways. Walking should be the first choice for short journeys, it was local and important. Members also asked that social isolation should be taken into consideration. The Champion was aware of the need to bring walking forward. Chris Boardman, the Walking and Cycling Commissioner was opening doors in this area and was his area of expertise. Getting people out of cars was a priority and schemes should benefit walkers. Furthermore, it was intended that future town centre renewal programmes, would involve better walking facilities.
- A Member suggested that more funding should be spent on upgrading the current cycle lanes to make them safer and each District should be encouraged to undertake local cycle friendly schemes and funding be provided. The Champion agreed that separate infrastructure for cycling and walking was a gold standard. Where traffic was slower, separated cycle ways would be targeted. There was a need to create space for cycle lanes and separation kerbs could potentially follow. Where there was investment from the Mayor and TfGM standards would be high and every foot way should be able to take a double pram.
- A Member asked that future reports make reference to the Bridgewater Way, which was a regeneration project which, when completed, would create a 65km (39 mile) leisure route for walkers and cyclist along the Bridgewater Canal. The Member stated that it was a wonderful asset for connectivity for cycling and walking.

- A Member asked about barriers such as how much funding would be spent on the built environment such as broken pavements and flag stones as Councils did not have the funding available. Broken pavements and obstacles on pavements was a barrier to walking. London had outlawed parking on pavements, it was suggested that Greater Manchester needed the same power. In response, it was explained that the issues had been discussed by the GMCA and it was recognised that social isolation would improve if people could walk around. Scope of investment did not include for, actuary that should fall within annual maintenance programmes. Chris Boardman's mantra 'to get people out of cars, the solution needed to be easy, attractive and safe', which was the aim of the plan.
- A Member raised the issue of Council's reducing the number of pedestrian crossing in times of austerity. Reference was also made to the significant investment in Radcliffe to make the cycle way safe, the Member asked how would that be monitored and the impact measured moving forward. The Champion agreed that walking or cycling to school needed to be safe and was an issue for highways. The cycle way at Radcliffe (investment made with Cycle City Ambition grant), was not cost effective as the cycle way had not been maintained. How the provisions be maintained should be considered and Districts needed to have a suitable maintenance programme.
- A Member asked about the cost to repair footways. A high level estimate would be £1 billion but that was not in the scope of works and represented a high level projection over an extended period of time.
- A Member advised that parents did not think it was safe for children to cycle and asked about what evidence was there to show how many more children and young people would cycle if it was safe. Reference was made to the Bike Life report in 2015 and 2017, which showed that safety was an obstacle. People would cycle or resume cycling if they thought it was safe. 77% of respondents said they would like to see major investment in walking and cycling even if their journey by private car was extended. People wanted safety first and foremost. More walking, cycling and remodeled streets would mean less congestion and reduced journey times for drivers.
- A Member asked what behavioural change and attitudinal work was required. The Champion explained that there were a number of issues to consider. Space, capacity, good schemes and political support were required to bring about change. The Walking and Cycling Commissioner, had visited all Council Leaders. The meetings had been very fruitful and they all shared the same vision.
- A Member praised the work of the team and learning from other cities. In terms of cycling, the Member would like to see priority given to reallocating road space, planning well ahead and correcting past mistakes. Reference was also made to power assisted bikes and the Member asked about the work taking place in this

area. It was explained that it had been agreed that a network would be established, which would be supported with temporary arrangements and kerbs could be later introduced. In terms of e-bikes, many barriers such as hills, mobility and distance were less of a problem for users of these bikes. It was a valid point and more work was required in this area.

The Chair thanked all those involved who had contributed to the work and thanked the Walking and Cycling Champion for a fantastic presentation.

RESOLVED/-

That Members noted the presentation.

TfGMC17/61 EXCLUSION OF THE PRESS AND PUBLIC

That in accordance with Section 100(4) of the Local Government Act 1972, the public and press be excluded from the meeting at this juncture for the following business on the grounds that it involves the disclosure of exempt information as defined in the respectively indicated paragraph(s) of Part 1 of Schedule 12A of the Act.

It would not be, on balance, in the public interest to disclose this information to the public and press for the reasons indicated within the reports.

TfGMC17/62 PROPERTY TRANSACTIONS

Consideration was given to the report of the Director of Finance and Corporate Services, which sought the approval of the Committee, to the proposed property transactions as detailed in the report.

RESOLVED/-

That Members approved the property transactions as detailed in the report.