Transport for Greater Manchester Committee

Transport for Greater Manchester is a Joint Committee of the Greater Manchester Combined Authority and the 10 Greater Manchester District Councils
PART A

SECTION 1 – STANDING ITEMS

1. Apologies for absence

2. Chair’s Announcements and Urgent Business (if any) at the discretion of the Chair

3. Declarations of Interest in any contract or matter to be discussed

   (if any Member has a personal/prejudicial interest, please complete the form enclosed within this agenda and hand it to the Governance & Scrutiny Officer at the start of the meeting)

4. Minutes

   To consider the approval, as a correct record, the minutes of the last meeting held on 12 January 2018

5. Minutes from Sub Committees

   a) Bus Network and TfGMC Services Sub Committee (9 March 2018 – to follow)
   b) Capital Projects and Policy Sub Committee (9 February 2018)
   c) Metrolink and Rail Networks Sub Committee (2 February 2018)

6. Register of Key Decisions – 23 February 2018

SECTION 2 – TfGMC RECOMMENDATIONS FOR FURTHER APPROVAL BY GMCA

7. Temporary Bus Stop Closures – Introduction of a Charging Scheme (Key Decision)

SECTION 3 – ITEMS FOR RESOLUTION BY TfGMC

8. 2018/19 Transport Levy Budget
SECTION 4 – ITEMS FOR INFORMATION

9. Developing the 2040 Strategy  
Page 44

10. Rail Franchising & West Coast Partnership  
Page 54

11. Exclusion of the Press and Public  
Page 66

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 paragraphs 1, 2 and 3 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.

The Committee is recommended to agree the necessary resolution excluding the public from the meeting during consideration of these items.

PART B

SECTION 5 - ITEM FOR RESOLUTION BY TfGMc

12. Property Transactions (Key Decision)  
Page 67

13. GM Casualty Reduction Partnership Budget 2018-19  
Page 82

FURTHER INFORMATION

For copies of papers and further information on this meeting please refer to the website www.greatermanchester-ca.gov.uk. Alternatively, contact the following Governance & Scrutiny Officer: Jenny Hollamby  
☎️ 0161 778 7009 ✉️ jenny.hollamby@greatermanchester-ca.gov.uk

This agenda was issued on behalf of Eamonn Boylan, Head of Paid Service, c/o Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU
The Mechanics Centre, 103 Princess Street, Manchester M1 6DD1
Telephone: 0161 236 9336
Transport for Greater Manchester Committee meeting on Friday 16 March 2018

Declaration of Interests in Items appearing on the Agenda

NAME ______________________________

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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

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OFFICERS IN ATTENDANCE:

Chris Barnes                Head of Programme Management, TfGM
Bob Morris                  Chief Operating Officer, TfGM
Amanda White               Head of Rail, TfGM
Caroline Whittam           Rail Programme Manager, TfGM
Jenny Hollamby             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 month 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.
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 cooperation.

- 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.
TRANSPORT FOR GREATER MANCHESTER COMMITTEE

MINUTES OF THE MEETING OF THE CAPITAL PROJECTS AND POLICY SUB COMMITTEE, HELD ON 9 FEBRUARY 2018 AT THE MECHANICS INSTITUTE, MANCHESTER

Councillor Guy Harkin Bolton (in the Chair)
Councillor Rhyse Cathcart Bury
Councillor Andrew Fender Manchester
Councillor Howard Sykes Oldham
Councillor Shah Wazir Rochdale
Councillor Robin Garrido Salford
Councillor Roger Jones Salford
Councillor Annette Finnie Stockport
Councillor Doreen Dickinson Tameside
Councillor Michael Cordingley Trafford

IN ATTENDANCE:

Bob Morris Chief Operating Officer, TfGM
Chris Barnes Programme Manager, TfGM
Jenny Hollamby Governance & Scrutiny, GMCA

CPP17/29 APOLOGIES

Apologies for absence were received from Councillor Mohon Ali (Oldham), Councillor James Grundy (Wigan), Councillor Peter Robinson (Tameside), Councillor Eunice Smethurst (Wigan) and Councillor John Taylor (Stockport).

CPP17/30 URGENT BUSINESS

There were no items of urgent business introduced at the meeting.

It was advised that a Greater Manchester Accessible Transport Limited (GMATL) board meeting would take place at the rise of the sub committee.
CPP17/31 DECLARATIONS OF INTEREST

There were no declarations of interest received at the meeting.

CPP17/32 MINUTES OF THE LAST MEETING HELD ON 1 DECEMBER 2017

Members considered the minutes of the previous meeting held on 1 December 2017.

RESOLVED/-

The minutes of the Capital Projects and Policy sub committee meeting, held on 1 December 2017 be approved as a correct record.

CPP17/33 METROLINK CAPITAL UPDATE

A report was presented that provided Members with an update in relation to the Metrolink capital programme, including the work on current extensions, enhancements to the existing network and Metrolink expansion funding bid submission. The details on the individual initiatives were set out in the report.

The Programme Manager, TfGM led Members through the report. The main points referred to were:

- A Member asked when the lift at Heaton Park would be repaired to allow disabled access. Also, residents had complained about the car park at Radcliffe, where the lights were shining into people’s homes. Officers agreed to investigate the matters and report back directly to Members but to also note at the Metrolink and Rail Network sub committee.

- The Manchester Evening News had reported that Victoria station would not be open at Easter and a Member asked about Metrolink impacts. Officers present were not aware of this closure and agreed to follow it up.

- A Member was concerned about Metrolink platforms within the Oldham borough and the potential health and safety issues caused by the cold weather. The impacts of cold weather were potentially dangerous and two people had already fallen. Officers agreed to speak to the Metrolink operator and report back to the Member and also refer to the Metrolink and Rail Network sub committee.

- Officers agreed to prepare an update for Members about the recent Manchester Airport Terminal 2 bid to government.
A discussion took place about the Greater Manchester Spatial Framework (GMSF) and Metrolink capacity. Concerns were raised that infrastructure would not be available for new housing development. Although the GM Mayor was keen to enhance the fleet, there were a number of constraints such as crossing the city centre, services through Piccadilly, pinch points and additional trams. Officers were reviewing options and a business case was being developed for more trams.

A Member asked about the park and ride facility at Radcliffe, congestion and additional car parking facilities. It was suggested that an additional Metrolink stop between Radcliffe and Bury would be the answer. It was advised that GMSF would highlight the requirement for additional stops.

RESOLVED/-

That the report be noted.

CPP17/34  RAIL INFRASTRUCTURE UPDATE

Members received a report that gave an update on recent progress in respect of a number of rail station infrastructure schemes and initiatives in Greater Manchester.

The main points referred to were:

- A Member queried the current position regarding the provision of cycle parking facilities at Greenfield. Officers responded that this station was being considered and that further work to confirm final details was on-going.

- Members raised accessibility, station devolution and funding. Members were disappointed that 50% of GM stations were still not accessible for some users. It was explained that the bid for devolved power had not been accepted by government and that this was likely to impact on the level of investment in rail station accessibility. Although this had been a setback, dialogue was on going and a partnership approach had been suggested. Members recommended a more pro-active approach was needed and government should be lobbied. A report on this would be considered at a forthcoming meeting of TfGMC.

- A Member asked when passenger waiting facility improvements would be made at Marple station. Officers agreed to make representations to the operator.

- It was clarified that the nature of the dispute at Hindley was about access rights on Network Rail land.
A Member asked why it was necessary to wait until the completion of design work to start investigating funding opportunities for Walkden park and ride. Officers advised that, whilst the completion of design work would inform a detailed understanding of costs, the identification of potential funding opportunities was taking place in parallel with this work and discussions were already on-going with Salford officers.

A Member asked if the £30m Northern Station Investment Fund was a usual level of investment. Officers advised that this figure varied from franchise to franchise.

RESOLVED/-

1. Members noted the report and the progress which had been made on the various rail schemes and initiatives in recent months.

2. It was noted that a further report would be submitted in summer 2018.
TRANSPORT FOR GREATER MANCHESTER COMMITTEE

MINUTES OF THE MEETING OF THE METROLINK AND RAIL NETWORKS SUB COMMITTEE HELD ON 2 FEBRUARY 2018 AT MANCHESTER TOWN HALL

Councillor David Chadwick Bolton
Councillor Stuart Haslam Bolton
Councillor Azra Ali Manchester
Councillor Dzidra Noor Manchester
Councillor Chris Goodwin Oldham
Councillor Roger Jones Salford
Councillor Christine Corris Stockport
Councillor Tom Grundy Stockport
Councillor Doreen Dickinson Tameside (in the Chair)
Councillor Michael Cordingley Trafford

IN ATTENDANCE:

Emma Stonier Governance & Scrutiny, GMCA
Daniel Vaughan Head of Metrolink, TfGM
Caroline Whittam Rail Programme Manager, TfGM
Aline Frantzen Managing Director, KAM
Daniel Coles Network Rail
Lucja Majewski Transpennine Express
Vicky Cropper Northern Rail

MR17/35 APOLOGIES FOR ABSENCE

Apologies were received from Councillor Lynne Holland (Wigan), Councillor June Reilly (Trafford) and Councillor Peter Robinson (Tameside).

MR17/36 CHAIR’S ANNOUNCEMENTS AND URGENT BUSINESS

The Chair welcomed representatives from TfGM and the train operators to the meeting.

The Chair extended their thanks to Matthew Worman, Northern Rail, and noted that he had been an asset to the Committee. Vicky Cropper was welcomed to the meeting and it was hoped that the productive relationship would continue. It was highlighted that a recruitment process was underway for this post and that Vicky Cropper was carrying out this role until someone had been appointed to the position.
MR17/37 DECLARATIONS OF INTEREST

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

MR17/38 TO APPROVE THE MINUTES OF THE LAST MEETING HELD ON 8 DECEMBER 2017

The minutes of the meeting of the TfGM Metrolink and Rail Networks Sub Committee, held on 8 December 2017 were submitted.

A Member requested an update regarding the incident of a bicycle on a tram which they had raised at the last meeting. TfGM confirmed they had investigated this issue but had been unable to find anything further. It was confirmed that TfGM’s policy was that bikes were not allowed on trams (unless they were foldable bikes) and that there was no exception to this.

A Member noted that Members had not received the May 2018 timetable. It was confirmed that this was still being worked on and that a formal update would be provided at the TfGMC meeting in March.

TfGM informed Members that the Excess Weight Time (EWT) data for Metrolink will be presented by stop at future meetings.

Resolved/-

That the minutes of the meeting of the TfGM Metrolink and Rail Networks Sub Committee on 8 December 2017 be approved as a correct record.

MR17/39 METROLINK SERVICE PERFORMANCE

The TfGM Metrolink and Rail Networks Sub Committee considered the report of the Head of Metrolink that set out the operational performance summary for Period 8 (15 October 2017 – 11 November 2017) and Period 9 (12 November 2017 – 9 December 2017).

The following items were highlighted:

1. The number of major disruptive incidents had increased on both periods; these included road traffic collisions, medical emergencies, blocked tracks and signaling infrastructure failures. Performance since December had improved. On 25th November there had been 3 signaling issues which had stopped services across the network for a short time. A lessons learnt exercise had been undertaken particularly around how this was communicated to passengers.

2. 40.8 million journeys had been made on Metrolink in 2017 and patronage had increased by 10.3% overall compared to 2016.
Passengers have made complaints about capacity and options regarding this were being considered. Patronage had increased on all lines, including Bury, in which significant growth had not been expected.

3. 2017 was the first festive period that Metrolink had operated through the Second City Crossing. Services had been impacted by heavy traffic and high pedestrian activity and had been diverted at times. Metrolink will work with Manchester City Council regarding reducing the impact on services for the 2018 festive period.

4. In December Metrolink had experienced a series of Ticket Vending Machines which resulted in a loss of cash and 29 machines being partially or completely out of service. Two people had been arrested and repairs were still ongoing. TfGM are working to reinforce machines and this was highlighted as being one of the biggest customer facing issues Metrolink experience.

5. Two extra double trams have been deployed to the Bury and Altrincham lines to ease over-crowding and topper services are being used on the Altrincham line to clear congestion when it arises. It was highlighted that it is reaching a point where more trams will be needed.

6. On 28 January 2018 a slightly modified timetable had been introduced. The Airport Service will operate through the City Centre to Victoria, Altrincham trams will operate to Piccadilly and Media City trams to the Etihad Campus. It is expected that the operation of the Airport Service to Victoria will help ease congestion on this line. Operating hours will be extended on Sundays and dual platform operation will begin at Altrincham.

7. Excess Wait Time (EWT) remained above target and performance had declined from period 8 to period 9. Work was ongoing between TfGM and KAM to improve infrastructure issues which lead to high EWT.

8. Operated mileage was not as high as it had been but remained at 98.5% in period 8 and 98.8% in period 9.

9. First and last compliance had increased from period 8 to period 9 and the increase was mainly due to signaling failures, an incident of tram failure and driver error.

10. Lift and escalator availability had fallen in period 9 to 86.5%. The Firswood inbound lift and Bury Escalator were both out of service for the whole period and remained out of service. The Firswood lift may need completely replacing and this was being looked into currently.

11. Vehicle reliability had dipped slightly at around 30,000 miles but still remained at a high level.
12. The number of complaints increased in period 9, with Service disruption accounting for the largest increase. Ticket Vending Machines (TVMs) also increased but remained low compared to the same period last year.

13. The Customer Journey experience survey maintained high scores with overall satisfaction rates of 92% in period 8 and 94% in period 9. The next report to the Committee will present more comprehensive results as more meaningful analysis will be able to be undertaken with six periods of data.

14. Anti-Social Behaviour continued to be a significant problem and TfGM was working with Travel Safe and Greater Manchester Police (GMP) to reduce this. The worst affected lines were the Oldham, Airport and Ashton lines.

Aline Frantzen, Managing Director, KAM introduced herself to Members and gave an overview of KAM’s priorities and work they were undertaking. KAM have committed to significant improvements across the network over a period of 18-24 months. The first 6 months of operation had, at times, presented some challenge but KAM had learnt lessons from this. Priorities outlined included:

1. Impact of communications failures;
2. Understanding points failures and working to get these under control. It was noted that periods 10 and 11 had seen improvements;
3. Introduction of a new service pattern which included Airport service running through to Victoria and the introduction of 2 platforms at Altrincham to help reduce the number of shortened services. The next service change is planned for July;
4. Improving Excess Wait Times;
5. Improving communications across the network when services are impacted;
6. Tackling anti-social behaviour and working with local communities on this; and
7. Improving customer facing aspects of the network, for example lift accessibility and ensuring the network is accessible to all.

The creation of 100 jobs since the start of KAM’s contract was highlighted as was the Social Value Charter has committed to get under-represented communities in the workforce and to procure supplier within a 25 mile radius of Greater Manchester. KAM will attend Committee meetings on a quarterly basis.

A Member asked how much cash had been lost through the Ticket Vending Machine (TVMS) break ins. TfGM noted that this had been a significant figure that they would confirm the exact amount to Members. The financial impact of the £20k cost of replacing the machines was also highlighted to Members as was the time taken by staff in assisting with catching the offenders. Members also commented that contactless payment methods being made available on
trams and a move away from cash payments may assist in reducing the impact of vandalism on TVMs. A Member also noted that the TVM at Dane Road remained out of order although not due to vandalism and asked what was being done to resolve this. TfGM confirmed that they were aware of this. Prior to the spate of vandalism stops without working machines had been prioritised; this has been set back slightly but this has been escalated with the contractor and TfGM would prioritise stops where this was having the most impact on customers. Members requested that where TVMs were out of order that there was clear guidance for customers about how they could purchase tickets.

A Member noted the driver error figure of 33% for first and last tram compliance in period 9 and requested more information regarding what this meant. KAM confirmed that this was when a driver left early or late before the first and/or last tram. This was highlighted as being a tight measure with a ‘First’ departure of the day taking place no later than 30 seconds earlier or 3 minutes later than timetabled and a ‘Last’ departure of the day taking place no more than 30 seconds earlier or 12 minutes later than timetabled.

Members commented on the length of time that it was taking to replace the Firswood lift as this had been out of order for 9 months. Officers informed Members that it was expected that the lift would be repaired within the next few weeks. It was also commented that the lift would need completely replacing in time due to water damage. TfGM confirmed they would update the Member regarding a date when it would be back in service outside of the meeting. TfGM also confirmed they would provide an update on when the lift at Failsworth was expected back in service.

A Member welcomed the number of trams in service during recent football matches but highlighted ongoing concerns about the number of double trams in and out of the city centre during events. Members were informed that this would help inform future work planned around events. Members also noted that the safety of tram stops during events needed to be considered.

Members discussed the instances of anti-social behavior and supported work underway to tackle this. It was commented that this should be a priority for TfGM and KAM to ensure passengers felt safe when travelling by tram. A Member highlighted the instances of anti-social behavior at South Chadderton and Hollinwood. Joint working between KAM and the local Council to implement measures to help reduce this was discussed and KAM welcomed this support.

A Member enquired whether there was any way of enforcing use of Metrolink Park and Ride carparks for Metrolink customers only. It was commented that routine checks did take place. KAM also confirmed that some of the areas where instances of this were higher needed to be looked at in more detail.

A Member highlighted complaints received from constituents about the change in the last tram time to Altrincham and an impact on their employment. TfGM confirmed they would look at timetable changes further and KAM also
confirmed that this had been picked up and they were looking into options to mitigate this.

Resolved/-

That the performance of Metrolink services be noted.

MR17/40 LOCAL RAIL SERVICE PERFORMANCE AND STATIONS UPDATE

The TfGM Metrolink and Rail Networks Sub Committee considered the report of the Head of Rail that informed Members of local rail service performance and station matters within Greater Manchester and its travel to work area for heavy rail in period 9 (12 November 2017 – 9 December 2017).

The Rail Programme Manager (Ops) presented the item to Members and drew out the following points from the report:

1. Overall performance in period 9 had been poor with periodic declines for the three largest operators in Greater Manchester: Northern, Transpennine Express and Virgin. Year on year performance for all six operators within Greater Manchester also declined with performance declining more significantly for Northern.

2. Northern continued to suffer lack of unit availability due to a combination of wheelset damage and unit refurbishment; short formations in North Manchester reached 7.1% and frequent overcrowding was reported on Bolton and Calder Valley services.

3. Period 9 infrastructure delays were down but other delays had been caused by overhead electric line damage, trespass, fatalities and signal failures. Incidents outside Greater Manchester continued to have significant impact on both longer distance and local train services in this period.

4. The Ordsall Chord has opened and passenger services began operating along this line on 10 December 2017. December 2017 saw the introduction of additional Sunday services from Manchester – Wigan via Atherton and an hourly stopping service between Manchester and Sheffield. The Manchester – Blackburn via Bolton services were also enhanced to two trains per hour Monday – Saturday.

5. Industrial action had continued by Northern Conductors and further action had taken place on 8, 10 and 12 January 2018. Industrial action had taken place by Cross Country guards on 19, 26 and 31 December. Virgin had cancelled action planned for December.

6. Members will receive a full update on the May 2018 timetable at the next full TfGMC meeting on 16 March 2018.
7. Network have announced delays to the electrification of the Manchester – Preston line due to poor ground conditions. Network Rail will be carrying out additional works at weekends until the end of April. The Preston – Blackpool electrification is expected to finish as planned in May 2018. More details was found in section 5 of the report.

8. TfGM had hosted a Community Rail Event at Manchester Town Hall on 4 December 2017 to recognise the work of Community Volunteers and Stations Friends groups.

9. The Transpennine Express Stalybridge Community room has opened and hosted a series of events in the lead up to Christmas, including activities for families and children and mental and physical health workshops. The Chair noted that there needed to be a signpost to Stalybridge Town Centre from the room. TPE confirmed that they were currently chasing this and it should be in place soon.

10. TfGM undertook rail surveys at the five Manchester City Centre stations during 2017 to assess how well used rail services and stations are, where people travel to and from and for what purposes at different times. This data will be used to inform future planning.

Members enquired about the reporting of failing assets in Northern’s service quality performance audits following the collapse of Carillion. TfGM had asked this question and have been informed that this currently remained the same. TfGM were awaiting information about the longer term impact.

A Member welcomed the introduction of ‘buy on board’ authorisation cards at Manchester Airport. They also highlighted issues with platform signage not being clear for passengers. Members were informed that there was an ongoing wayfinder project taking place at the Airport. Additionally TPE were in the process of changing the platform information screens and signage at platforms and would provide Members with an update regarding timescales.

A Member welcomed the introduction of more trains between Blackburn and Bolton and Atherton. The 7.1% for shortfall formations in North Manchester was highlighted and it was enquired what were the reasons this part of the network was suffering more. TfGM confirmed that they would like this data for other stations across the network but at present the data received did not enable them to provide this. This figure was known due to the problems and issues taking place in these areas.

A Member queried why autumn leaf fall was still impacting performance despite the introduction of the autumn timetable. It was stated that Autumn had started earlier and that consideration was being given to introducing the Autumn timetable a week earlier.

A Member noted that people in Bolton had expressed their concerns about train services in Bolton and also requested an update about when the Moses Gate works would be completed. Network Rail informed Members they would be provided with an update on expected timescale and completion date.
Members asked what was been done to tackle platform dwell times. Northern stated that there was a team looking at this and that they would request more detail for Members.

A Member asked what action was being taken to tackle the worst performing lines. Northern stated they would look into this and provide more information to Members.

A Member commented that the new franchise was two years old and prices had increased for customers yet performance was decreasing. The franchise had committed to improvements at 72 out of 100 stations and it was asked for confirmation as to where station improvements had taken place. Members were informed that a list of station improvement works would be provided. TfGM included current enhancements they are carrying out in appendix D and it was requested that this was also included for Network Rail in the next report to the Committee.

Members highlighted the positive refurbishments carried out at Ashton Station but noted that more seating was required on the platform.

A Member requested information regarding what rolling stock was expected in 2020 compared to 2016 and asked for a timetable of works. TfGM confirmed they would provide this information outside of the meeting.

Members requested an update on the current position relating to rail station refurbishment across Greater Manchester. Further conversations were taking place to assess options and a report was in the process of being compiled by TfGM.

Members highlighted poor performance and noted there were mitigating factors; however it was stressed that action needed to be taken to improve performance across the network. Members were informed that performance summits were taking place with each Train Operating Company on a regular basis. TfGM monitored performance weekly also.

Resolved/-

That the report be noted.

MR17/41 NORTHERN UPDATE ON REFURBISHED TRAINS

Vicky Cropper, Northern Rail, gave a short presentation to Members on new and refurbished trains. 98 new and refurbished trains will start to be introduced on the network from December 2018. New trains will have wifi and be fully accessible. Refurbished trains will have new seats fitted and have fully accessible toilets.
It was agreed that Members would receive a full update regarding the new and refurbished trains, including an outline of the features of the digital train, which was under development in Crewe.

A Member asked about the specification for disabled toilets. Northern confirmed that the team had been developing facilities which conformed to national standards and conversations and consultation had also taken place with disability charities.

Resolved/-

That the report be noted.

MR17/42 DATE OF NEXT MEETING

Friday 6 April 2018 at 10.30 am, Mechanics Institute
What is a Register of Key Decisions?
The Register is a published list of the key decisions which are due to be taken by the:
- Greater Manchester Combined Authority (GMCA)
- Greater Manchester Elected Mayor
- Joint GMCA & AGMA Executive Board
- Transport for Greater Manchester Committee; and any
- Key decisions delegated to officers

These decisions need to be published on the Register at least 28 clear days before the decision is to be taken, whether in public or private. The Register is updated at least once a month.

This Register of Key Decisions has been prepared in accordance with Combined Authorities (Overview and Scrutiny Committees, Access to Information and Audit Committees) Order 2017 (‘the Order’).

The Register is published on the GMCA’s website www.greatermanchester-ca.gov.uk and hard copies are available at the offices of:
- The Greater Manchester Combined Authority
- & Greater Manchester Mayor
- Churchgate House
- Oxford Street
- Manchester M1 6EU

What is a Key Decision?
A key decision defined by ‘the Order’ is a decision which, in the view of the Greater Manchester Combined Authority’s Overview and Scrutiny Committee, would result in any of the decision makers listed:
1. (i) incurring expenditure over £500,000, or making significant savings of £500,000 or more relating to the budget for the service area to which the decision relates; or
   (ii) be significant in terms of its effects on persons living or working in an area of more than two or more wards or electoral divisions of Greater Manchester.

The GMCA’s has three thematic Scrutiny Committees:
- Corporate Issues and Reform
- Economy, Business Growth and Skills
- Housing, Planning and Environment

These Committees’ role is to contribute to the development of GMCA’s strategies and policies, to scrutinise decisions of the decision-makers listed above and to consider any matter affecting those who live, work, study or run businesses in Greater Manchester.

How to find out more on these proposed decisions
The report (other than those which contain confidential or exempt information) relating to these decisions will published on the GMCA’s website five working days before the decision is to be made see:
www.greatermanchester-ca.gov.uk.

For general information about the decision-making process please contact:

GMCA Head of Governance and Scrutiny
Julie Connor
julie.connor@greatermanchester-ca.gov.uk
<table>
<thead>
<tr>
<th>Decision title &amp; Reference No.</th>
<th>Decision Maker</th>
<th>What is the decision?</th>
<th>Documents to be considered</th>
<th>Planned Decision Date</th>
<th>Officer Contact</th>
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</thead>
<tbody>
<tr>
<td>Forthcoming changes to the Bus Network</td>
<td>TfGMC Bus Network and TfGM Services Sub-Committee</td>
<td>The Sub-Committee will be asked to approve forthcoming changes to subsidised bus services due to be implemented on 28 April 2018</td>
<td>Report with recommendations</td>
<td>9 March 2018</td>
<td>Alison Chew, TfGM, 2 Piccadilly Place, Manchester M1 3BG, <a href="mailto:Alison.chew@tfgm.com">Alison.chew@tfgm.com</a></td>
</tr>
<tr>
<td>Value Added Licensing Solutions Provider GMCA 110</td>
<td>GMCA Treasurer</td>
<td>Approval to award the contract for provision of services relating to Value Added Licensing Solutions Provider. Procurement route to market to be determined.</td>
<td>Report with recommendations</td>
<td>15 March 2018</td>
<td>Anthony Hilton, Head of Finance, Planning &amp; Procurement, GMF &amp;RS, <a href="mailto:hiltona@manchesterfire.gov.uk">hiltona@manchesterfire.gov.uk</a></td>
</tr>
<tr>
<td>Property Transactions</td>
<td>TfGMC</td>
<td>To approve the property transactions detailed in the report</td>
<td>Report with recommendations</td>
<td>16 March 2018</td>
<td>Jon Lamonte, Chief Executive, TfGM, <a href="mailto:jon.lamonte@tfgm.com">jon.lamonte@tfgm.com</a></td>
</tr>
<tr>
<td>Skills Funding - Amendment to Funding</td>
<td>GMCA</td>
<td>Approval from DfE &amp; Cabinet Office to extend &amp; amend the use of funding in line with original business case to support apprenticeships supply, demand and development, youth welfare to work, careers agenda</td>
<td>Report and recommendations</td>
<td>29 March 2018</td>
<td>Gemma Marsh, Churchgate House, 56 Oxford St, Manchester, M1 6EU, <a href="mailto:Gemma.Marsh@greatermanchester-ca.gov.uk">Gemma.Marsh@greatermanchester-ca.gov.uk</a></td>
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<td>GM Continuity of Service Protocol</td>
<td>GMCA</td>
<td>Approve the adoption and implementation of the Continuity of Service Protocol from 1 April 2018 and recommend adoption to all parties outlined within the Protocol with effect from 1 April 2018</td>
<td>Report and recommendations</td>
<td>29 March 2018</td>
<td>Tracy Brennand Assistant Director (People &amp; Workforce Development), Tameside MBC on behalf of GMCA HRDs <a href="mailto:tracy.brennand@tameside.gov.uk">tracy.brennand@tameside.gov.uk</a></td>
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<tr>
<td>To provide a progress update on the Homelessness Prevention Trailblazer programme, to refresh the agreed actions and request delegated decision-making for the contract award for a GM-wide ICT system within the programme.</td>
<td>GMCA Treasurer &amp; GMCA</td>
<td>To award a contract to provide a GM-wide ICT system to meet the demands of the Homelessness Reduction Act and to meet the objective of the Homelessness Prevention Trailblazer, following detailed specification work.</td>
<td>Report with recommendations</td>
<td>29 March 2018</td>
<td>Mike Wright GMCA, Churchgate House, 56 Oxford St, Manchester, M1 6EU <a href="mailto:Mike.wright@greatermanchester-ca.gov.uk">Mike.wright@greatermanchester-ca.gov.uk</a></td>
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<td>Business Funds</td>
<td>GMCA</td>
<td>The GMCA will be asked to: Conditionally approve business investments to proceed to due diligence and/or note commercial changes to existing investments, including where relevant negotiated settlements.</td>
<td>Report with recommendations</td>
<td>29 March 2018</td>
<td>Kirsteen Armitage GMCA, Churchgate House, 56 Oxford St, Manchester, M1 6EU <a href="mailto:Kirsteen.Armitage@greatermanchester-ca.gov.uk">Kirsteen.Armitage@greatermanchester-ca.gov.uk</a></td>
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<td>Report with recommendations</td>
<td>29 March 2018</td>
<td>Kirsteen Armitage GMCA, Churchgate House, 56 Oxford St, Manchester, M1 6EU <a href="mailto:Kirsteen.Armitage@greatermanchester-ca.gov.uk">Kirsteen.Armitage@greatermanchester-ca.gov.uk</a></td>
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<tr>
<td>GM Housing Investment Strategy</td>
<td>GMCA</td>
<td>Approve the new Investment Strategy</td>
<td>Report and Recommendations</td>
<td>29 March 2018</td>
<td>Andrew McIntosh GMCA, Churchgate House, 56 Oxford St, Manchester, M1 6EU <a href="mailto:Andrew.McIntosh@greatermanchester-ca.gov.uk">Andrew.McIntosh@greatermanchester-ca.gov.uk</a></td>
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<tr>
<td>Reform Investment Fund</td>
<td>GMCA</td>
<td>Investment Decisions</td>
<td>Report &amp; Recs</td>
<td>29 March 2018</td>
<td>Peter Wilding&lt;br&gt;GMCA, Churchgate House, 56 Oxford St, Manchester, M1 6EU&lt;br&gt;<a href="mailto:Peter.Wilding@greatermanchester-ca.gov.uk">Peter.Wilding@greatermanchester-ca.gov.uk</a></td>
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<tr>
<td>GM Working Well Early Help</td>
<td>GMCA</td>
<td>Approval for the GMCA to commission the GM Working Well Early Help Programme on behalf of the CA and GM Health and Social Care Partnership, utilizing funding from the NHS Transformation Fund, Reform Investment Fund, European Social Fund and the DWP/DH Work and Health Unit</td>
<td>Report and Recommendations</td>
<td>29 March 2018</td>
<td>Jenny Osborne&lt;br&gt;GM HSCP, Churchgate House, 56 Oxford St, Manchester, M1 6EU&lt;br&gt;<a href="mailto:Jenny.Osborne4@nhs.net">Jenny.Osborne4@nhs.net</a></td>
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<tr>
<td>Bus Stop Closures</td>
<td>GMCA</td>
<td>Seeking approval under Section 15(2) of the Transport Act 1968, for TfGM to introduce a charging system for the closing/opening of bus stops.</td>
<td>Report and recommendations</td>
<td>29 March 2018</td>
<td>Jon Lamonte&lt;br&gt;TfGM, 2 Piccadilly Place, Manchester M1 3BG&lt;br&gt;<a href="mailto:Jon.lamonte@tfgm.com">Jon.lamonte@tfgm.com</a></td>
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PURPOSE OF REPORT

To inform members of Transport for Greater Manchester Committee of the proposal to introduce a charging process when undertaking temporary bus stop closures.

RECOMMENDATIONS

Members are asked to note the content of this report:

i. Note the content of this report: and

ii. Approve the proposal to implement the Bus Stop Closure Charging Scheme from 6 May 2018.

BACKGROUND DOCUMENTS

N/A

CONTACT OFFICERS

Howard Hartley 0161 244 1660 howard.hartley@tfgm.com
Stewart Connell 0161 244 1628 stewart.connell@tfgm.com
1. **Background**

1.1 There are various reasons why TfGM is required to open/close bus stops/shelters for contractors, these include: property developments, highway works, utility works, infrastructure improvements and other ad hoc requests.

1.2 During 2015/16 and 2016/17, TfGM temporarily closed and opened circa 2,000 bus stops/shelters per year. In respect of the current year, from 1 April 2017 to 31 January 2018, 1,400 requests have been received for closing bus stops/shelters. Approximately 20% of stop closure requests are for more than one stop.

2. **Proposed Introduction of a Charging Scheme**

2.1 TfGM is currently one of a very small number of local government organisations that does not charge for temporarily opening and closing bus stops/shelters. Costs associated with these activities are currently absorbed within TfGM’s operational budget.

2.2 Replicating practices undertaken by other Transport Authorities / Executives, TfGM are proposing to introduce a charging process for the closing/opening of bus stops which will be applied to all utility companies, commercial contractors and developers that require a stop to be closed/opened to allow them to work.

2.3 Details of the charging scheme proposed is as follows:

- £100 per stop, for closing and re-opening when works are complete. This charge will be applied for the first four stops, thereafter a cost of £35 per stop will apply;

- On Public Holidays the rate applied for closing a stop will be £200 regardless of when the stop requires re-opening. Christmas Day, Boxing Day, New Years’ Day and Easter Sunday will be treated as Public Holidays;

- A fee of £50 will be applied for revisiting a stop e.g. if the works are extended and the posted passenger information notice has to be changed to reflect the amended work period or other changes on site are required. There is no limit on the number of revisits that can be made and charged for;

- If a requested job is cancelled, a sliding scale of charges will be applied, subject to the amount of notice provided;

- All charges will be subject to 20% VAT; and

- It is intended that charges will be reviewed on an annual basis.
2.4 The charges applied will include for visiting the bus stop, closing the stop including posting passenger information notices, siting a temporary stop (if required), informing bus operators, reopening of the stop on scheduled completion of the works and the removal of any posted notices.

3. Financial Implications

3.1 Based on historical data, an average of 120 stop closures are requested each month, for which the £100 charge will be applied. Subsequently, the projected income the financial year 2018/19 is circa £140,000.

4. Next Steps

4.1 It is proposed that the Bus Stop Closure Charging Scheme will commence on 6 May 2018.

4.2 Information on the scheme will be issued to all frequently used contractors and utility authorities.

4.3 A Service Level Agreement detailing; contact arrangements, operational hours, service deliverables, emergency requests, invoicing arrangements and appeals process, is in the process of being finalised.

5. Recommendations

5.1 Recommendations are set out at the front of this report.

Howard Hartley
Interim Head of Facilities Management
PURPOSE OF REPORT

To update the Committee on the Transport Levy Budget following approval of the 2018/19 Transport Levy by GMCA on 26 January 2018.

RECOMMENDATIONS

Members are asked to:

(i) note the Transport Levy and the proposals approved by GMCA on 26 January 2018, which is for an increase in overall funding of £1.25 million compared to 2017/18, after accounting for usage of reserves and the introduction of a Mayoral Precept, which will fund some costs which were previously funded from the Levy;

(ii) approve the proposed increase in Bus Station Departure Charges of two pence (3.2%), with effect from May 2018;

(iii) agree the proposed changes in Local Link; TfGM Schools Weekly Pass fare of increases in line with RPI from April 2018;

(iv) note that the budget approved by GMCA on 26 January 2018 includes a grant of up to £4.3 million for GMATL; and

(v) agree the proposed changes to Ring and Ride fares, after April 2018, as set out in section 4.13 of the report.

BACKGROUND DOCUMENTS

GMCA Transport Revenue Budget 2018/19 – GMCA 26 January 2018

CONTACT OFFICERS

David Daughney 0161 244 1176 david.daughney@tfgm.com
1. **Introduction**

1.1 This report sets out the TfGM budget approved by GMCA on 26 January for 2018/19.

1.2 Prior to approval by GMCA, the transport budget was subject to a scrutiny process which involved the Leaders and Treasurers of Bury and Wigan.

1.3 The Levy budget approved by GMCA represented an increase in overall funding of £1.25 million compared to 2017/18, after accounting for usage of reserves and the introduction of a Mayoral Precept which will fund some costs which were previously funded from the Levy.

1.4 The budget presented in this report relates to the TfGM element of the Transport Levy budget. It includes all the costs of TfGM, including its own allocated financing costs, but excludes the financing and overhead costs of GMCA. The levy funding allocated to TfGM in 2018/19 is £121.17 million.

2. **2017/18 Outturn**

2.1 Regular updates are reported to GMCA on the forecast outturn on the revenue budget. In overall terms, the latest update showed that the forecast outturn remains in line with the budgeted break-even position.

3. **2018/19 Budget**

3.1 As in the previous year there are a number of additional, significant activities that TfGM is delivering on behalf of GMCA. Again, as in 2017/18, due to the scale and nature of these activities it will not be possible to fund all of these costs from the core Levy. The main activities in this regard are set out below along with a forecast of the required reserves and other funding sources utilisation in 2018/19.

3.2 This section also includes the key points and actions agreed from the two meetings that have been held with the GMCA Transport Budget Scrutiny Panel.
Devolution

3.1 The impacts of the GM Devolution deal agreed with Government in November 2014 on GMCA transport budgets will continue to have a number of significant impacts on the activities of TfGM and therefore its future budgets as set out below:

- Additional Activities already implemented: TfGM has already taken on responsibility for the management of the Highways Key Route Network. These costs are being absorbed within the Levy due to the ongoing delivery of efficiency savings in TfGM operational budgets;

- Bus Reform: In accordance with the Bus Services Act 2017, the GMCA has instructed TfGM to carry out an assessment of a proposed franchising scheme. As part of this assessment, some of the planned activities that TfGM will undertake in 2018/19 will include the following:
  - Preparation of a business case detailing its assessment of a proposed franchising scheme alongside other realistic options for improving bus services across Greater Manchester;
  - Obtaining a report from an independent auditor on its assessment of a proposed franchising scheme in advance of carrying out a public consultation;
  - Subject to the approval of the GMCA, carrying out a public consultation process on the GMCA’s behalf on its assessment of a proposed franchising scheme;
  - Publishing a report on the outcome of the consultation, which will then be considered by the GMCA prior to the Mayor deciding whether or not to use the powers available to him under the Bus Services Act 2017 to introduce a bus franchising scheme; and
  - Based on current proposals, the costs of these activities in 2018/19 are forecast to be £11.5 million. The Mayor has agreed to this being met from Earnback monies.

- Rail Station ‘Case for Change’: In March 2017 TfGM submitted its ‘Case for Change’ to Government which included its proposals for the Devolution of Rail Stations. In light of feedback received from industry stakeholders, TfGM is developing proposals for working in partnership with operators and other industry stakeholders at a number of GM rail stations, including those stations in Town Centre Challenge Fund locations. The full scope and costs of further developing this work is currently uncertain, however an initial drawdown of £0.5 million from Transport Reserves was requested from, and approved, by GMCA, to progress this work. A further report will be presented to the GMCA and TfGMC once there is more clarity on the proposed scope and costs of the work.
**Transport Scheme Development**

3.2 It was noted during discussions with Scrutiny that TfGM is continuing to incur significant revenue costs to support scheme development/feasibility work on known GMCA priorities, including the development of potential public transport solutions that will support the city region’s growth agenda; the development of a second Transport Fund; and to support the development of the Greater Manchester Spatial Framework. In the 2017 autumn budget GM made a submission to HM Treasury for funding of up to £56 million for the continuation of this work and the development of a second Transport Fund, however, no revenue funding was received.

3.3 In previous reports to GMCA (March 2016 and January 2017) a total of £10.5 million of funding was requested to fund Scheme Development work. To date this has been funded from a combination of Transport Reserves and Earnback funding. A further release of £5.5 million was requested from, and approved, by GMCA, to be funded from Transport Reserves in 2018/19 to allow for this work to be continued in order to support the Greater Manchester Spatial Framework and the broader GM growth agenda.

**Transport Fund**

3.4 Following further work on the projections and discussions with Scrutiny it was agreed that the remaining planned increases (of around 1.8% and 1.6%) for the Greater Manchester Transport Fund (GMTF) will again be deferred to future years.

**Concessionary Support**

3.5 Following the expiry of the previous three year fixed cost arrangements with the major operators, which expired at March 2017, agreements have been made for reimbursement for 2017/18 and 2018/19. The expected impact of these agreements has been reflected in the budget.

3.6 In October 2017 GMCA approved the introduction of an extension to Local Concessionary Scheme to allow women in Greater Manchester born between October 1953 and November 1954 to participate in the Local Concessionary Scheme. This will be introduced in April 2018 and the cost in 2018/19, which will be funded from Earnback Revenue, is estimated to be up to £2.0 million, with overall estimated costs of £2.8 million.

3.7 Due to the cost pressures of operating the Scheme within the TfGM budget, The GMCA Transport Budget Scrutiny Panel agreed to consider the introduction of a charge for access to the existing Local Concessionary Scheme. However this recommendation was not approved by GMCA.

3.8 £1.5 million of the existing Concessionary Travel Reserve is budgeted to be used in 2018/19 to part fund concessionary support costs.
Supported Bus Services

3.9 In recent years the Supported Services budget has been reduced by over 20%. In the main these savings have been delivered from efficiency savings and service reductions rather than service removals. However there have been cuts to some services which have no longer been deemed to represent value for money, in particular in respect to patronage and cost.

3.10 During the Scrutiny discussions the current funding for the Manchester Metroshuttle; and the Ring and Ride services were also considered and the savings targets detailed below were agreed, as part of achieving an overall standstill Levy position.

3.11 It was agreed that the funding for the Manchester Metroshuttle service be reduced by £0.2 million on an annualised basis (£0.1 million in 2018/19) from targeted savings in the delivery of the service. It was also agreed that the grant to GMATL to fund Ring and Ride services be reduced by £0.3 million, with savings to be delivered from a combination of efficiency savings and increases in certain fares. The Scrutiny Panel also requested that the provision of accessible transport services by different organisations across GM be further reviewed in order to ensure that the services are being delivered as effectively and efficiently as possible.

3.12 Scrutiny also agreed that the fares, and charges for certain products or services that TfGM sells, including fares on schools services and Local Link, and Departure Charges, all be subject to increases in line with inflation.

Other costs and Budget pressures

3.13 It was noted in the Scrutiny process that the amount of funding available to continue the active travel and travel choices activities that have been supported by the ‘Local Sustainable Transport Fund’; ‘Sustainable Travel Transition Year’ funding; and, in 2017/18 ‘Cycling and Walking Fund’ monies of £2.5 million per annum is expected to reduce in future years. This DfT funding is currently limited to £640,000 in 2018/19. This funding supports assistance to support access to work, including for job seekers, travel planning and cycling and walking. Should the level of funding from DfT not be increased beyond that which has currently been made available for 2018/19, further work will be required to assess alternative funding sources, and / or savings will need to be made in other costs to enable these activities

3.14 A number of other budget pressures were noted as follows:

- Costs of supporting the new and enhanced facilities provided in recent years, including the transport interchange delivered as part of the Bolton Town centre development;
- Costs of extending services in a number of areas including extending the operating hours of the TfGM Control Room to operate 24/7; operating
and managing an enlarged asset base; operating and maintaining an increased traffic signal network; and increasing the provision of safety and security for passengers (including e.g. CCTV); and

- Costs of inflation on both staff, and other operating, costs.

3.15 In total the matters referred to above add additional costs pressures of c£5.9 million into the base budget which, in the absence of additional funding, will need to be met through additional savings and efficiencies in operating costs, including the generation of additional commercial income.

3.16 The Scrutiny Panel also noted risks in a number of other areas including:

- Currently unknown costs for the work connected with developing and implementing plans to address Air Quality. It was noted that the Budget assumption is that these costs will be funded by grants, outside of the Transport Levy, including from the Joint Air Quality Unit (JAQU);

- Ongoing development of Congestion Plan interventions. Following the consultation on Congestion in late 2017 (the ‘Congestion Conversation’), TfGM is currently reviewing responses and developing plans for managing Congestion. Whilst some of these plans would be able to be accommodated within existing TfGM and Local Authority Budgets, any incremental costs, which are forecast to be c£1.5 million in 2018/19 will need to be funded through alternative sources;

- As noted above, the limited scheme development funding, in the context of development aspirations for the Greater Manchester Spatial Framework and a further Transport Fund. This will limit the scale and the pace at which these schemes can be developed;

- Programme and cost risk associated with Bus Reform; and

- The lack of revenue funding to support the development of new capital schemes.

3.17 Taking into account the above the Scrutiny Panel proposed that:

- Additional efficiency savings of £4.2 million be included in the TfGM budget for 2018/19;

- The actions noted above in relation to the consideration of a charge for the access to the local concessionary scheme; increases to TfGM fares for Local Link and Schools services; the reduction in funding for the Manchester Metroshuttle service and for Ring and Ride services all be agreed subject to, where applicable, consultation;

- A proposal to commence charging for use of Electric Vehicle charging points was agreed. To date the costs of this service, including electricity
supplied, which are c. £0.2 million per annum, have been fully funded from TfGM’s budget;

- the Transport Levy for 2017/18 will be £196.373 million, plus a one-off adjustment of £87.98 million in relation to a refund from districts of transport reserves which were refunded to them in 2017/18, less a reduction of £3.9 million in relation to costs met from the Mayoral General budget, taking the levy to be charged to £280.453 million and

- the remaining previously agreed increases for the Greater Manchester Transport Fund would be deferred again and would be reviewed in future years.

4. **TfGM Budget 2018/19**

4.1 Based on the proposals above the TfGM budget for 2018/19 would be as follows:

<table>
<thead>
<tr>
<th>Resources</th>
<th>2018/19 Budget (£m)</th>
<th>2017/18 Budget (£m)</th>
<th>Variance (£m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Levy</td>
<td>121.17</td>
<td>126.22</td>
<td>(5.05)</td>
</tr>
<tr>
<td>Rail Grant</td>
<td>1.86</td>
<td>1.86</td>
<td>-</td>
</tr>
<tr>
<td>Utilisation of surplus/other reserves</td>
<td>7.50</td>
<td>9.90</td>
<td>(2.40)</td>
</tr>
<tr>
<td>Metrolink funding from Revenue / Reserves</td>
<td>9.88</td>
<td>8.73</td>
<td>1.15</td>
</tr>
<tr>
<td>Mayoral General budget</td>
<td>3.95</td>
<td>-</td>
<td>3.95</td>
</tr>
<tr>
<td>Earnback Revenue Grant / Reserves</td>
<td>13.50</td>
<td>9.00</td>
<td>4.50</td>
</tr>
<tr>
<td>Other Grants</td>
<td>1.06</td>
<td>1.15</td>
<td>(0.09)</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>158.92</strong></td>
<td><strong>156.86</strong></td>
<td><strong>(2.06)</strong></td>
</tr>
</tbody>
</table>

| Call on Resources                              |                     |                     |               |
| Concessionary Support                          | 67.18               | 65.72               | 1.46          |
| Supported Services                             | 27.11               | 27.11               | -             |
| Accessible Transport                           | 4.61                | 4.91                | (0.30)        |
| Operational Costs                              | 50.63               | 49.73               | 0.9           |
| Financing                                      | 9.39                | 9.39                | -             |
| **Total Expenditure**                          | **158.92**          | **156.86**          | **2.06**      |

| Surplus/(Deficit)                              | -                   | -                   | -             |

4.2 There are a number of risks to the proposed budget, including increases in supported bus services costs resulting from price increases and bus service deregistrations; the ability to deliver the continuing challenging efficiency savings targets; and the ability to manage the additional costs of the activities referred to above within agreed budgets and reserves.
4.3 The main elements of the proposed budget are considered further below.

Resources

4.4 The amount of Transport Levy which is allocated to TfGM reduces mainly due to the introduction of a Mayoral Precept and a higher budgeted utilisation of TfGM Metrolink reserves in 2018/19. This is in line with the forecast increase in Metrolink net revenues and the strategy for the GMTF whereby all Metrolink net revenues are ‘ring fenced’ to meet the financing costs of the GMTF including the repayment of borrowings.

4.5 The Rail grant is used to contribute towards the costs that TfGM incurs on rail related activities.

4.6 The level of funding from reserves is budgeted to reduce slightly primarily due to the use of Earnback revenues to fund the costs for Bus Reform in 2018/19. This is offset slightly by a higher contribution from Metrolink reserves in 2018/19.

4.7 The decrease in funding from other grants reflects the forecast timing of the drawdown of the remaining grant funding, including in particular, the reduced amount of external funding for ‘Active Travel and Travel Choices work in 2018/19.

Concessionary support costs

4.8 The concessionary reimbursement budget includes the cost of the English National Concessionary Travel Scheme (ENCTS) and the local Concessionary scheme. The ENCTS is a statutory scheme and TfGM cannot mitigate these costs other than seeking to manage its risk by agreeing multi-year fixed price deals where appropriate.

4.9 The budget includes an allowance for the forecast cost of the introduction of an extension to Local Concessionary Scheme to allow women in Greater Manchester born between October 1953 and November 1954 to participate in the Local Concessionary Scheme. This is planned to be introduced in April 2018. The cost in 2018/19, which will be funded from Earnback Revenue in 2018/19, is estimated to be up to c. £2.0 million.

Supported Services costs

4.10 The budgets for the two years prior to 2016/17 included savings of £7.1 million (c. 20% of previous budget) from procurement and other efficiencies in the delivery of Subsidised Services. As previously reported these have been delivered from the following areas:

- Efficiency savings including in the procurement of contracts;
- Commercialising existing subsidised services;
- Reducing service frequencies, whilst maintaining the network; and
- Additional efficiencies in service delivery and service reduction, including night services.

4.11 The budget for 2018/19 has been retained at the same overall level, however this means that further efficiency savings will be required in order to fund any cost inflation and any incremental cost of commercial deregistrations, which have been increasing in particular in the second half of the current financial year.

Accessible Transport Costs

4.12 The grant payable to GMATL in the proposed budget will be up to £4.3 million in 2018/19. As noted above, it was agreed that a saving of £0.3 million be made in the grant for 2018/19 which was be delivered from a combination of efficiency savings and fares increases.

4.13 Following a consultation process with users of the Ring and Ride service the following fares changes are proposed after April 2018 as part of delivering the savings identified above:

- An increase in the concessionary fare from £1.20 to £1.50; and
- The introduction a fare of £1 for concessionary plus passengers.

Operational costs

4.14 Operational costs include the costs of operating and maintaining the TfGM owned bus stations, travel shops and other infrastructure, and the costs of the support functions.

4.15 The budget includes an assumption that Bus Station Departure Charges will increase by 2p from May 2018. This represents an increase of 3.0% (which is in line with December CPI) and will be used to offset the increasing costs of operating bus stations. This is forecast to generate additional income of up to c£100,000.

4.16 The budget also includes the assumption, which was agreed by the Scrutiny Panel, that fares set by TfGM for Local Link services and TfGM Schools fares will increase in line with inflation.

4.17 As in previous years, the budget includes very challenging targets for savings in operational and support costs and the generation of additional commercial income. These are required in order that TfGM can deliver the additional activities requested by GMCA within a standstill budget. Also, as noted above, it is proposed that the costs of further additional activities, including in relation to Devolution and future scheme development, will be funded from sources other than the Levy, including Transport Reserves and Earnback Revenues.
5. **Recommendations**

5.1 Members are asked to:

(i) note the Transport Levy and the proposals approved by GMCA on 26 January 2018, which is for an increase in overall funding of £1.25 million compared to 2017/18, after accounting for usage of reserves and the introduction of a Mayoral Precept, which will fund some costs which were previously funded from the Levy;

(ii) approve the proposed increase in Bus Station Departure Charges of two pence (3.2%), with effect from May 2018;

(iii) agree the proposed changes in Local Link; TfGM Schools Weekly Pass fare of increases in line with RPI from April 2018;

(iv) note that the budget approved by GMCA on 26 January 2018 includes a grant of up to £4.3 million for GMATL; and

(v) agree the proposed changes to Ring and Ride fares, after April 2018, as set out in section 4.13 of the report.

**Steve Warrener**

**Director of Finance & Corporate Services**
PURPOSE OF REPORT

The report updates members on the next stages in the delivery of the Greater Manchester 2040 Strategy which provides an overall strategic framework for the development and management of the Greater Manchester Transport network.

RECOMMENDATIONS

Members are asked to note the contents of this report.

BACKGROUND DOCUMENTS

Greater Manchester Strategy
(www.greatermanchester-ca.gov.uk/ourpeopleourplace)

(www.tfgm.com/2040)

CONTACT OFFICERS

Simon Warburton  0161 244 1427  simon.warburton@tfgm.com
Nicola Kane  0161 244 1246  Nicola.Kane@tfgm.com
1. Introduction

1.1 The Greater Manchester Transport Strategy 2040 ("the 2040 Strategy") and Delivery Plan were approved by GMCA in December 2016. The main statutory documents comprising Greater Manchester’s fourth Local Transport Plan (LTP4) are:

1.1 **Greater Manchester Transport Strategy 2040** - a document setting out the transport strategy for Greater Manchester giving details of policies, interventions and schemes to support delivery of a vision for transport in 2040, but with more detail provided for the period to 2025; and

1.2 **A single five-year Greater Manchester Transport Delivery Plan** – setting out more detailed delivery proposals, a spending plan and monitoring of the performance of transport delivery programmes, to be updated on an annual basis.

1.2 These documents are supported by an Integrated Assessment (covering environmental, health and equalities issues) and a travel and transport Evidence Digest that will be refreshed on a regular basis to provide an up-to-date evidence base and to support the ongoing development and review of the transport strategy.

1.3 The first stage in preparing the transport strategy was the publication, in July 2015, of **“Greater Manchester Transport Strategy 2040: Our Vision”** setting out broad aspirations and desired transport outcomes for transport. This received broad support from stakeholders and the public during a 12 week consultation.

1.4 The 2040 Strategy document has been developed with consideration of key emerging plans, studies and legislative proposals, including the Buses Bill and work on the emerging Greater Manchester Spatial Framework. The following paragraphs provide a guide to the document, which is organised into four parts as follows:

1.5 **Part 1** of the document provides an introduction to the Strategy and a reminder of the 2040 Transport Vision, which was consulted on in 2015 and attracted broad support from consultees. Part 1 also includes a discussion of the key economic, social, environmental and "smart-city" policy drivers for the strategy.
1.6 **Part 2** of the document sets out the strategic principles and ambition for the Strategy, organised into two sections:

- a series of high-level policy principles and statements of ambition for a GM transport network that is integrated, inclusive, health-promoting, environmentally responsible, reliable/resilient, safe and secure; and
- a series of similarly high-level policy principles for highways; walking and cycling; public transport; and freight.
1.7 **Part 3** of the document reviews the key transport issues and requirements across the five spatial themes that were agreed for the 2040 Transport Vision, namely:

- Global Connectivity, setting out draft priorities to support the growth of Manchester Airport and the Atlantic Gateway/Port Salford;
- City-to-City Connectivity, setting out HS2 priorities and priorities emerging from the Transport for the North programme;
- Regional Centre Connectivity, setting out the emerging strategy for enhanced connectivity both to and within the Regional Centre;
- Wider City Region Connectivity, setting out draft priorities to support access to town centres, new development and other key destinations across GM; and
- Connected Neighbourhoods, setting out draft priorities to support access, particularly by sustainable modes, to local facilities and public transport.

1.8 For each of these spatial themes, the document summarises the key interventions that are committed, planned or required, plotted against an indicative timeline to 2040, to address the strategic issues set out in the commentary.

1.9 **Part 4** of the document sets out a delivery approach for the Strategy, including:

- a balanced strategy across new investment, service delivery and maintenance;
- an outline prioritisation process, which follows previous approaches adopted for the GM Transport Fund and Growth Deal processes;
- a full schedule of interventions (from Part 3), with a high-level assessment of each intervention’s contribution to strategic and spatial objectives;
- a summary of the importance of devolved governance and new funding models in delivering the strategy; and
• a performance management plan for the strategy.

1.10 The Strategy document was prepared in consultation with the ten Greater Manchester District Councils along with representatives from Highways England and the team preparing the Greater Manchester Spatial Framework (GMSF). The document has been refined over several iterations to reflect the views expressed. The views expressed by stakeholders and the public, during consultation on the “Vision” document have also been used to inform the development of the full strategy.

1.11 In addition to reflecting current Department for Transport “Guidance on Local Transport Plans” (July 2009), the 2040 Strategy document has also followed EU guidance on the development of “sustainable urban mobility plans”, so as to assist in future work to secure European funding for GM transport priorities.

2. Developing the 2040 Strategy – Supporting a Strategic Approach to GM Planning

2.1 Strategy development is a continuous process. The policies and interventions in the 2040 Strategy set out a clear direction of travel to shape investment in GM’s transport network.

2.2 The diagram above summarises how the 2040 Strategy fits with other key planning and strategy documents in the GM context. The relationship with the GM Strategic Planning and in particular GMSF development.
2.3 With the 2040 strategy in place there will be a series of sub-strategies, area based plans and GM modal and thematic plans that will be emerging, in particular over the next 12 months, in addition to District and Partner strategies and plans. These are summarised above.

3. Developing the 2040 Strategy – Future Investment Through Our 2040 Strategy Delivery Plan

3.1 The Combined Authority agreed that the 2040 Strategy will be supported by shorter term (5-year) Delivery Plans to allow the proposals to be updated on a regular basis, reflecting changes, not only in the funding, governance and legislative environment but, over the longer term, in the location and scale of new development being identified through the GMSF. This two-part documentation is aimed at providing maximum flexibility, ensuring that the main strategy document remains relevant over a longer period.

3.2 The first Delivery Plan is principally based on three key elements of priority for GMCA, and the future elected mayor, to 2021:

- An initial capital programme, broadly established through the GM Growth Deal, in addition to partners’ commitments, such as the current HE managed motorways projects, new rail franchise rolling stock commitments and Network Rail’s electrification/ Northern Hub commitments;
- The application of the transport reforms programme established under the GM Devolution Agreement, together with the GM approach to new powers proposed in the forthcoming Buses Bill; and
- Key priorities for the maintenance and renewal of all parts of the Greater Manchester transport system, to maximise the long-term resilience and performance of the existing transport system.

3.3 The Delivery Plan was prepared through close collaboration with District officers and was approved by the Combined Authority in December 2016 and published in February 2017.

3.4 Rooted in the priorities of the 2040 Strategy, a number of significant investments in the recent period benefit Greater Manchester, including the following schemes listed below:

- Metrolink Second City Crossing and Additional Trams;
- Bus Priority Package;
- Leigh-Salford-Manchester Busway;
- Cycle infrastructure investment including new cycleways for example along the Oxford Road Corridor and secure parking;
- Investment in rail stations such as Victoria station;
- The Ordsall chord, the centrepiece of the Great North Rail Project, connects north and south Manchester for the first time;
● Altrincham, Bolton and Rochdale Interchanges;
● Stockport Town Centre Access Plan;
● Trafford Park Metrolink Line – under construction;
● A6 Manchester Airport Relief Route – under construction;
● Tameside Interchange and Wigan Bus Station – under construction; and
● Other major schemes that are due to commence construction in the next year including in Wigan on the A49 and M58 link roads; in Rochdale M62 Junction 19, South Heywood; in Stockport a new town centre interchange and in Manchester the MSIRR Great Ancoats Street and Regents Road/Water Street schemes.

3.5 There are also a number of studies and scheme development commissions that are ongoing and are of a significant scale across Greater Manchester, including the following key activities:

● The Greater Manchester Spatial Framework (GMSF) aims to ensure that sufficient land is made available across the sub-region to deliver the increased number of jobs and homes needed to support economic growth until 2035. A second draft of the GMSF is currently under development. It will be published in summer 2018 followed by a 12-week consultation with the public. In order to successfully address these challenges, it is important that the GMSF and 2040 Transport Strategy are mutually supportive documents which - despite their continued need to adapt to changing circumstances - share a common vision and common priorities for the future of transport in Greater Manchester. We have been developing a GMSF Transport Study to enhance and present our understanding of the key current and future transport issues for GM in the context of planned growth, including that coming forward through GMSF. The study will also identify the broad transport interventions that are likely to be required to address these issues and support the planned growth;

● HS2 Growth Strategies including development of a masterplan for Piccadilly Hub, Manchester Airport, Stockport and Wigan;

● Input to Transport for the North (TfN) studies: road, rail (including NPR/HS2 planning, freight, plus strategic transport plan);

● Work with Highways England to further develop packages of measures emerging from the North West Quadrant Study of the M60 and other strategic studies e.g. Trans-Pennine Tunnel);

● South East Manchester Multi-Modal Study (SEMMMS) Refresh and development of schemes following A34 Corridor Study. Includes a study of A6 to M60 Relief Road in Stockport;

● Scoping studies for potential rapid transit schemes, including orbital links, and business case development as appropriate including options for further increasing Metrolink capacity in the City Centre and to Salford Quays;

● Development of a Streets for All Strategy – this is a new way of thinking about the role of streets in GM with a focus on the needs of people and
place, rather than considering the movement of vehicles alone in how we plan, manage and maintain GM’s highways network. This strategy considers the needs of everyone who uses GM’s streets and the communities, buildings and public spaces alongside them. It also reflects the goals and 15 steps set out in ‘Made to Move’, the report by the Cycling and Walking Commissioner for GM on how to radically increase the number of trips in GM made by bike or on foot;

- Bus Reform – the 2040 Transport Strategy sets out our ambition for bus services to provide a joined-up transport network, with simple fares and ticketing, that puts the passenger first and guarantees the best value ticket for their journey. It should be modern, accessible, and everyone should be able to use it. On behalf of GMCA, TfGM is now preparing an assessment of a proposed franchising scheme for the whole of Greater Manchester;

- Congestion Plan – in response to the Mayor’s congestion conversation we are developing a plan to help manage highways congestion in GM. Our focus is on measures to be delivered in the near term as well as those longer term proposals which support our 2040 goals for economic growth, our environment and quality of life for all whilst targeting real impact on the most congested corridors for all road users;

- Clean Air Plan – Improving air quality is one of the key ambitions for GM. The GM Strategy (Oct 2017) states GM should be ‘a place at the forefront of action on climate change with clean air and a flourishing natural environment’ and states an ambition of ‘reducing congestion and improving air quality’. GM is one of 37 zones across the UK where, based on the Department for the Environment, Food and Rural Affairs (Defra) modelling for 2015, annual mean nitrogen dioxide (NO2) concentrations exceeded the statutory Limit Values set by the European Union (EU) based on the World Health Organisation’s air quality guidelines;

We are therefore responding to a new national plan that focuses on meeting legislative requirements for improving air quality and in particular tackling roadside NOx concentrations in the ‘shortest time possible’. We will be developing a comprehensive plan by end 2018/19 to address 11 road links in 7 Districts that exceed DEFRA levels by 2020 as well as resolve the wider air quality challenge in GM. There will be consultation on a draft Clean Air Plan later this year;

- A refresh of the transport strategy for the City Centre, including a review of bus routeing and interchange; highway, rapid transit and active travel network provision; a parking and servicing review; and consideration of the application of a movement and place approach to managing the city centre streets; and

- New Mobility – further development of our transport innovation work including the next phase of the bike-sharing revolution, car-share expansion, an expanded EV rapid charging network, development of concepts for flexible on-demand bus services, supporting advancements with the Autonomous Vehicle agenda and progress with Mobility as a Service (MaaS).
3.6 The 2040 strategy highlights that the five-year Delivery Plans will be updated annually. It is the intention that producing a separate short-term delivery plan and updating it annually will enable GM to respond quickly to needs arising from new development and regeneration opportunities, as well as to additional funding opportunities and regulatory changes.

3.7 We plan to publish a new Delivery Plan and Annual Progress Report in the summer which will outline the transport investment that we are planning to work on over next 5 years. This will include funded and committed schemes, known longer term priorities to 2040 developed from our emerging pipeline of transport interventions and scheme development and studies that will further inform the 2040 Pipeline. The new Delivery Plan will also include:

- 2040 sub-strategy update;
- GMSF update – supporting the GMSF infrastructure plan;
- Update on other key priorities such as for Clean Air and Bus Reform; and
- Provide a funding update.

4. Conclusion

4.1 The 2040 Strategy sets out a clear route to ensure that the City Region identifies the key investments and policies for transport that underpin its wider objectives. Key aspects of delivery have already taken place, with considerable benefit for the City Region.

4.2 Strategy development is a continuous process. The policies and interventions in the 2040 Strategy set out a clear direction of travel to shape investment in GM’s transport network. It was envisaged that detailed sub-strategies would be required to develop more comprehensive guidelines for how we plan, manage and maintain GM’s transport network.

4.3 Investments that are planned through the ongoing delivery of the 2040 Strategy will continue to support growth in Greater Manchester and the delivery of GMSF. The annual Delivery Plan will outline the transport investment that we are planning to work on over the next 5 years. However, it is also clear that there needs to be flexibility within the delivery plan, so we are able to respond to changing circumstances, pressures and opportunities. There will be ongoing funding pressures that will affect the delivery of schemes and priorities, which underlines the importance of continuing to pursue devolution as a way of securing greater certainty around investment.
5. Recommendations

5.1 Members are asked to note the contents of this report.

Simon Warburton
Transport Strategy Director, TfGM
PURPOSE OF REPORT

To inform members of our approach to influencing bidders for forthcoming rail franchise renewals, particularly the West Coast Partnership.

RECOMMENDATIONS

Members are asked to:

i) endorse the approach set out above for engaging with bidders for forthcoming rail franchise renewals in order to realise the aspirations detailed in our consultation responses.

BACKGROUND DOCUMENTS

None applicable.

CONTACT OFFICERS

Amanda White 0161 244 0893  Amanda.White@tfgm.com
1. **Introduction and Background**

1.1 Passenger rail services in the UK are mostly provided by operators under a franchise agreement for a set period of time. There is a programme of franchise competitions which is managed by the Department for Transport (DfT) to select the next operator when each franchise finishes.

1.2 In the current programme there are four franchises which provide services within Greater Manchester which are due to end within the next 2 years. The competition for three of these franchises is already underway and the other one is expected to commence early this year.

1.3 Each franchise competition is usually preceded by a public consultation on the franchise objectives and opportunities, which is used by the franchising authority to inform the specification of the franchise. Stakeholders are also able to discuss their aspirations with the bidders during the competition to influence the bids.

1.4 Both the consultation response and the bidder discussions present opportunity to shape the future rail network and TfGM Officers are actively involved in preparing consultation responses and engaging with bidders.

1.5 Of the franchise competitions which are ongoing, the West Coast Partnership, which will operate the West Coast Main Line and HS2 services is the highest priority at this stage.

1.6 We are seeking endorsement of our proposed approach to influencing bidders for the franchise renewals, particularly the West Coast Partnership, and affirmation that the issues we set out in our consultation responses remain consistent with the wider aspirations of Greater Manchester.

2. **West Coast Partnership**

2.1 In summer 2016, the DfT carried out a consultation on the next Intercity West Coast franchise to replace the current franchise when it was originally due to expire in April 2018. We submitted a response which set out our key aspirations for the next franchise, which can be summarised as follows:

- Retain current levels of connectivity as a minimum and develop new markets;
- Improve the fares offer to maximise passenger demand, rather than revenue, to help support modal shift;
- Provide a higher quality on-train passenger experience;
- Better management of disruption during engineering work to minimise inconvenience to passengers;
• Inclusion of a mechanism within the franchise contract to support station transfer;
• Carry out preparation for the commencement of HS2 services to West Coast destinations; and
• Better sharing of data with Local Authorities.

2.2 Our response was informed by the 2040 Transport Strategy and through consultation with GM District Officers at various stages of the drafting process, including a review of the final draft. A copy of the Executive Summary of our response is included in Annex A. The full response is available upon request.

2.3 Subsequently, the DfT revised their approach to the Intercity West Coast franchise, to include an overlap with the initial operation of HS2 for between 3 and 5 years and to make the Intercity West Coast operator a partner in the development of the commercial proposition for HS2 once it opens. To reflect this change, the franchise is now known as West Coast Partnership (WCP). Part of this change also includes extending the current franchise to April 2019 by agreeing a Direct Award with the current operator (Virgin). This change to the HS2 Partnership approach effectively meets our 6th key request above. The DfT have defined 3 key stages within the West Coast Partnership franchise which are:

• Improving today’s railway
  From April 2019 operate and improve existing fast Intercity West Coast services.

• Getting ready for high speed rail
  From 2019 work closely with HS2 Ltd and the Government to shape future HS2 and Intercity West Coast services, planning HS2’s operations and getting it ready for service.

• Opening the new line
  From 2026, once high speed services begin, run initial services on the new HS2 line and reconfigure the Intercity West Coast services on the existing route.

2.4 Three bidders have been shortlisted for the WCP. To ensure that the bidders have a suitable skill set and experience to develop plans for HS2, there is a requirement for each bidder to have experience of operating High Speed services. It is for this reason that all of the bidders are consortiums of operators to ensure they have the correct mix of experience. They are:

• First Trenitalia West Coast Ltd, a joint venture between First Rail Holdings Ltd [First Group] and Trenitalia SpA [Italian state railways].
• MTR West Coast Partnership Ltd, a joint venture between MTR Corporation (UK) Ltd [Hong Kong Railway Corporation Limited] and Guangshen Railway Company, with the following key sub-contractors:
– Deloitte MCS Ltd;
– Panasonic Systems Europe;
– Snowfall AB;
– Trainline.com Ltd; and
– WSP Parsons Brinkerhoff.

• West Coast Partnership Ltd, a joint venture between Stagecoach Group plc, Virgin Holdings Ltd and SNCF C3 [French state railways].

2.5 The DfT’s planned timescales for the WCP are as follows:

• January 2018: Issue Invitation to Tender (ITT) to bidders
• November 2018: Contract Award to winning bidder
• April 2019: Start of new franchise agreement

2.6 We have already had initial discussions with each of the shortlisted bidders with a view to influencing their bid to include our aspirations. This process has been encouraged by the DfT in advance of the issuing of the ITT and is consistent with the approach we are taking with other franchise competitions. Further detailed discussions are planned and where they require it, we will enter into a Non-Disclosure Agreement (NDA) with the bidder to allow sharing of sensitive or confidential information.

2.7 We intend to use our consultation response, along with the 2040 Transport Strategy and other agreed GM strategies to inform these discussions.

3. Other Franchise Competitions

3.1 Although the West Coast Partnership franchise is currently the highest priority, the other franchise competitions which operate services in Greater Manchester also require attention.

3.2 During 2017, consultations were held for the Wales & Borders and East Midlands franchises, while we are expecting the DfT to carry out a consultation on the next Cross Country franchise imminently.

3.3 The next Wales & Borders franchise is due to commence in October 2018 and is being devolved to the Welsh Government, although the Secretary of State for Transport will retain responsibility for decisions on services which operate into and within England.

3.4 There are 3 shortlisted bidders remaining in the competition since the incumbent operator (Arriva) withdrew, which are Abellio, MTR and Keolis Amey. A copy of our consultation response is available on request.
3.5 The next East Midlands franchise is due to commence in August 2019 with an ITT due to be published in April 2018, although this is subject to the DfT agreeing a Direct Award with the current operator. There are currently 4 shortlisted bidders; Abellio, Arriva, First / Trenitalia and Stagecoach. A copy of our consultation response is available on request.

3.6 Our consultation responses for both of these franchises were also informed by the 2040 Transport Strategy and through consultation with District Officers of the draft responses. We have also been directly involved with Rail North, assisting in the preparation of their response for the East Midlands franchise.

3.7 The next Cross Country franchise is due to commence in December 2019 and the DfT have carried out some initial stakeholder consultation. Their objective for the next franchise is for it to return to a more Intercity style of operation and they will be seeking suggestions for new destinations which should be included on the network.

4. Next Steps

4.1 The next steps have been identified as:

- Further engagement with West Coast Partnership bidders to influence their bids. This will include confidential discussions about the emerging content of their bids, as facilitated by the Non-Disclosure Agreements which we have in place.

- Commence engagement with the East Midlands franchise bidders once the DfT have confirmed the final shortlist and have published the Invitation to Tender.

- Start to prepare our aspirations for the Cross Country franchise to inform our response to the consultation when this takes place.

- Continue to work with Rail North and franchising authorities to seek to deliver our aspirations for improvements in Greater Manchester.

5. Recommendations

5.1 That Members endorse the approach set out above for engaging with bidders for forthcoming rail franchise renewals in order to realise the aspirations detailed in our consultation responses.

Amanda White

Head of Rail, TfGM
InterCity West Coast rail franchise consultation

This document is Transport for Greater Manchester’s response to the Department for Transport (DfT) consultation on the next InterCity West Coast rail franchise which is planned to commence in April 2018. Transport for Greater Manchester is the transport executive for the Greater Manchester Combined Authority (GMCA) and is responsible for delivering the GMCA’s transport policies. The GMCA constitutes ten Districts including Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan. This response captures the strategic requirements of the entire GMCA area. All of the Districts have been consulted during the preparation of this draft response. Each District may also choose to submit an individual response with more focus on their local requirements.

Transport for Greater Manchester is also a member of Rail North and we have provided support to delivering the North West stakeholder event on the 21 June which provided an opportunity for stakeholders across the North West to present and discuss their views or concerns about the InterCity West Coast franchise. Some of the discussions which took place have helped inform this response and we are also working with Rail North to provide assistance on the preparation of a strategic consultation response, which we also support.

This response has been prepared in the context of the Draft Greater Manchester Transport Strategy 2040, which identifies the critical long-term challenges we are facing in Greater Manchester. Greater Manchester’s links to other cities across the UK are critical to our long-term economic success. With a growing population and economy, our Draft 2040 Strategy takes a holistic approach to the needs of city-to-city links, passengers and freight with a strong focus on integration across different modes of transport and with wider policy areas such as spatial planning. Our initial 2040 Vision for Transport document received widespread public support through consultation in 2015, and this has formed the basis of the Draft 2040 Strategy document, which was published on 4 July 2016. Following a further period of consultation, the strategy will be finalised in Autumn 2016. It will then provide a solid framework within which to work with stakeholders to bring forward a series of five-year Delivery Plans.
This response has been prepared to represent the views of Transport for Greater Manchester by:

Sean Croshaw
Rail Strategy Officer
Transport for Greater Manchester
2 Piccadilly Place
Manchester
M1 3BG
Direct Line 0161 244 0861

Whilst the views relate primarily to West Coast services and stations within the Transport for Greater Manchester area, we recognise the importance of the travel to work area for Greater Manchester, which extends outside of the Transport for Greater Manchester boundaries, and the need to consider the strategic operation of the UK rail system as a national network. Therefore, our response considers the operation and impact of InterCity West Coast services across the full franchise area.

In the following sections, we have attempted to respond to the consultation in line with the published response form, however, it is important to recognise that the strategic aspirations of Transport for Greater Manchester do not always align specifically with the questions asked and we have expanded our response where appropriate.

Our experience of the recent Northern and TransPennine Express franchises has highlighted the benefits of being able to fully engage the prospective operators during the bidding phase in order to further explain and discuss our aspirations for the franchises, as well as sharing supporting evidence. We strongly recommend that a requirement for bidders to engage when requested by Local Authority stakeholders becomes a requirement of all future franchise bidding processes and is specified in the Invitation to Tender.

It is widely recognised that the provision of good transport links is an essential element of delivering economic growth. As such it is essential that passenger rail franchise operators fully recognise their role as a delivery partner for economic growth rather than a contractor whose sole job is to deliver a specified service level. We, therefore, strongly recommend that a requirement of all future franchise contracts is a requirement for the operator to work with Local Authority, and other, stakeholders to help to deliver economic growth plans. This needs to encompass a willingness to develop delivery options and to assist in the
provision of supporting evidence by sharing data. The operator should also seek to make continuous improvement with a view to delivering economic growth – we would support the inclusion of a strong Residual Value Mechanism within the franchise contract that encourages developments that deliver economic benefits beyond the length of the franchise.

In addition, we recognise that external development means that future requirements, aspirations and economic needs of the UK’s core cities is constantly evolving and the next West Coast franchise contract needs to be sufficiently flexible to allow development throughout the duration of the franchise and ensure that commitments made at the commencement of the franchise do not unduly impede the need to adapt to changing requirements later on.

We note from the DfT’s consultation documentation, that no mention is made of the proposed franchise length. There is close correlation with the next West Coast franchise and the construction of High-Speed 2 (HS2). HS2 phase 1 construction will take place alongside this franchise with planned opening in 2026, including classic compatible services to West Coast destinations north of Birmingham. This will be followed by construction of HS2 phase 2, with a planned opening in 2033. We believe it is essential to align this franchise carefully with the delivery of HS2 to facilitate preparations so that the West Coast route is HS2 ready and to provide for a smooth transition once HS2 services are introduced. As such, we recommend there is a reasonable overlap between the new InterCity West Coast franchise and the commencement of HS2 services, to allow this transition to take place without the potential upheaval of changing operators.
Priorities for the next West Coast Franchise

Notwithstanding the rest of this consultation response, the following summarises Transport for Greater Manchester’s priorities for the next InterCity West Coast franchise:

1) **Retain current connectivity and develop new markets**

   The current level of service should be retained as a minimum, with the operator required to work with us to develop the case for service improvements, including additional capacity to meet demand and the development of new markets to improve connectivity.

   Between Manchester Piccadilly and London Euston there should be 3 trains per hour with intermediate calls provided at Stockport (3 trains per hour), Macclesfield (1 train per hour), Wilmslow (1 train per hour), Crewe (1 train per hour) and Stoke-on-Trent (2 trains per hour). Bolton should be served by at least 1 train per day in each direction by extending a Manchester train. This should provide a train to London in the early morning peak and a return journey in the late evening.

   At least 1 train per hour should achieve a journey time between Manchester and London of 2 hours maximum with no reduction in connectivity. The other 2 trains per hour should include additional calls within the Trent Valley to serve new markets and improve access to the East Midlands, with an interchange. However, these should still achieve a Manchester to London journey time of no more than 2 hours 15 mins with 4 intermediate stops.

   Wigan North Western should be served by 1 train per hour between London Euston and Glasgow Central (via the Trent Valley) and 1 train per hour between the West Midlands and Scotland (alternate hours to Edinburgh and Glasgow Central). The services to Scotland should be co-ordinated with the TransPennine Express services to Scotland to provide 2 trains per hour to Glasgow Central and 1 train per hour to Edinburgh.

   The service pattern should also recognise the importance of West Coast services to provide connectivity and capacity to serve local needs in the North West. This includes catering for commuting flows
into Manchester from surrounding towns (Stockport, Macclesfield, Stoke-on-Trent, Wilmslow and Crewe) as well as providing links between Preston, Wigan, Warrington and Crewe.

More detail on service patterns can be found in our response to question 3 (pages 22 – 25).

More detail on intermediate and new markets can be found in our response to question 4 (pages 26 – 31).

2) Improved fares offer to maximise modal share

The new operator should review the fares policy and yield management techniques to encourage growth on under-utilised services and better manage the balance between capacity and demand. There are currently trains running at peak times with spare capacity whilst the first departures after the peak period are operating at capacity, suggesting the balance of demand is not working.

Further growth of West Coast services through maximising modal share is necessary to build up demand in readiness for the introduction of HS2 in 2026, and a pro-active approach to fares policy can support this.

More detail on the fares offer can be found in our response to question 6 (pages 34 – 36).

3) On-train passenger experience

The majority of the West Coast fleet is now over 10 years old and the interiors do not fully meet the requirements of long distance passengers today. The new operator should carry out a full rebuild of the train interiors to address passenger concerns and deliver quality improvements.

This should include; better alignment of seats to windows; providing sufficient luggage space; ensuring seating is comfortable for long distance travel; making toilets more reliable; offering more seats around tables for groups; and an overall improvement to the interior ambience.

More detail about the on train passenger experience can be found in our response to question 11 (pages 46 – 49).
4) Managing disruption

In order to make the railway more attractive to passengers, it is essential that disruption caused by essential engineering work is minimised as much as possible and advance notice is provided to passengers.

The operator should minimise bus replacement by using diversionary routes wherever these exist. Where bus replacement is necessary the length of journey should be minimised and they should include the appropriate level of accommodation for long distance passengers. This includes ensuring provision for carrying luggage, buggies and bicycles as well as meeting accessibility requirements.

At times of disruption the operator should also be required to work with Local Authorities to provide multi-modal solutions, as well as working in partnership to distribute information to passengers, making use of existing information channels and ensuring a consistent message is delivered.

More detail about managing disruption can be found in our response to question 9 (pages 41 – 43).

5) Station Devolution

The franchise agreement for the InterCity West Coast should include a mechanism to allow the transfer of stations to Local Authorities during the life of the franchise. In relation to Stockport and Wigan NW stations, our preference is for these to be transferred to TfGM at the end of the current franchise.

This will support what was agreed in the Devolution Agreement for Greater Manchester, which provide the opportunity for TfGM to take increased responsibility over the management and operation of railway stations across the conurbation.

More detail about our preferred approach to station devolution can be found in our response to question 8 (pages 39 – 40).
6) **Prepare for the commencement of HS2 services to West Coast destinations**

There is a need to cater for HS2 classic-compatible services to Manchester, Liverpool and Scotland on the West Coast from 2026 and it is important that the next West Coast franchise is involved in the planning stages for these services and works to grow the market.

At the same time there is a risk of disruption to West Coast services as a result of the construction of HS2 phase 1, particularly at Euston and other interfaces with the classic network. Therefore, it is essential that the new West Coast operator works with HS2 Ltd and Network Rail to minimise any disruption and ensure there is no deterioration of the level of service provided, both in terms of train frequency and journey times.

More detail about preparation for HS2 services can be found in our response to question 11 (pages 46 – 49).

7) **Data provision**

Transport for Greater Manchester has a responsibility to monitor, integrate and develop integrated public transport. The West Coast operator should meet Transport for Greater Manchester’s reasonable requests to share data to facilitate in rail and multi-modal services.

Provision of data to Local Authorities will also support economic growth by allowing the opportunities presented by West Coast services to be fully captured in any proposals or business cases.

As a minimum the operator should be required to provide Automatic Passenger Counts, passenger flow and LENNON data.

More detail about the need for data provision can be found in our response to question 7 (pages 37 – 38).
Exclusion of Press and Public

To consider and, if thought fit, to pass the following resolution:

That, in accordance with Section 100(4) of the Local Government Act 1972, the public and press are 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 report(s).