



**MINUTES OF OVERVIEW AND SCRUTINY TASK GROUP - PUBLIC TRANSPORT ISSUES**

**MEETING DATE** Thursday, 19 March 2015

**MEMBERS PRESENT:** Councillor (Chair), Councillor (Vice-Chair) and Councillors Julia Berry, Charlie Bromilow, Margaret France, Mark Jarnell, June Molyneaux and John Walker

**OFFICERS:** Lesley-Ann Fenton (Director of Customer and Advice Services) and Dianne Scambler (Democratic and Member Services Officer)

**APOLOGIES:** Councillor Robert Finnamore, Matthew Lynch and Kim Snape

**OTHER MEMBERS:** Councillor Councillor Guy Harkin (Transport for Greater Manchester) and Rod Fawcett (Transport for Greater Manchester)

**15.20 Minutes**

**RESOLVED – That the minutes of the Overview and Scrutiny Task Group – Public Transport Issues meeting held on 26 February 2015 be confirmed as a correct record.**

**15.21 Declarations of Any Interests**

There were no declarations of any interests.

**15.22 Representatives of Greater Manchester Combined Authority**

The Group welcomed Councillor Guy Harkin and Rod Fawcett from Transport for Greater Manchester that had come to talk about the work of the Combined Authority with regards to public transport in Greater Manchester.

Greater Manchester currently has around 2.7 million residents that was still growing and had increased by 20% over the past five years. Situated within the heart of the north, the city has seen huge economic growth and has further potential that exceeds all other UK city regions. There are ten local authorities across the political spectrum working collectively together that includes both metropolitan and unitary authorities. They have a long tradition of working together across many modes of transport that include an airport and Metrolink system.

The city of Manchester is centre of innovation, education, industry and culture and is home to a diverse set of assets that include:

- MediaCityUK
- Four universities, as well as other higher education institutes
- Manchester Airport
- Diverse private sector and service sector (especially financial and professional), creative and digital, health, retail, construction, manufacturing and logistics.
- World class international sporting venues – Old Trafford, Etihad, Velodrome and Lancashire County Cricket ground
- Urban and rural tourist/leisure destinations from museums to moor and is the 3<sup>rd</sup> most visited centre in the UK.

The city region contributes £49bn to the UK economy and their main competitors come from European city regions as Manchester falls within the top 20% of the largest EU city region economies by gross value added (GVA).

Greater Manchester was the first UK Combined Authority that consists of 10 local authorities across the political spectrum working together to deliver sustainable economic growth. Based on a previous long-term foundation of consensus, stability, consistency and commitment between the authorities that has pioneered a 'city region' concept.

This new type of statutory body, allows governance of key policy agendas at the right spatial scale. The Parliamentary Order 2011 was made in order to develop a strategy that could compete with other European cities by having stable and consensus governance arrangements in place. This new type of statutory body allows for the governance of key policy agendas at the right spatial scale and would be followed by more devolution in due course. Greater Manchester is building long term consensus and has a strategy in place called Stronger Together which is a shared vision without the need for bureaucracy.

The Greater Manchester Combined Authority (GMCA) comprises one elected member from each constituent body, usually the Leader and meets in public on the last Friday of each month. It has a Scrutiny Committee consisting of three members from each authority. All big transport decisions are made by the GMCA, for example the levy, big schemes and the Local Transport Plan but are advised by the Transport for Greater Manchester Committee which does have a fair degree of delegated authority. There was an acceptance by the larger dominant authorities to only to take one vote on the GMCA and it was explained how the different authorities had forged good working relationships to achieve a common goal. Everyone benefited, just maybe not at the same time. For example, Bolton and Wigan are compensated for not having use of the Metrolink as they have good heavy rail, giving other elements to the overall transport package. Manchester will always get the better deal but they regard that fact and distribute the decision making power to get the rewards back.

Greater Manchester has good boundaries; the Local Enterprise Partnership area is coterminous to other authority's footprints such as the Police, Fire and Health.

The Transport for Greater Manchester Committee (TfGMC) is a Joint Committee comprising of 33 representatives from the 10 Greater Manchester districts, based on population and politically balanced, it oversees many of the transport functions of the

GMCA either under delegated authority or through recommendation. Transport for Greater Manchester is the delivery arm which implements the transport policies.

The TfGMC meets six times per year and has three sub committees with following areas of specific responsibility:

- Capital programme and policy
- Bus network and TfGM services
- Metrolink and rail networks

Certain parts of Greater Manchester are categorised as rural, for example, Oldham and Rochdale and residents of those areas make use of Demand Response Travel, Local Link taxis and Ring and Ride schemes.

Capital Funding is attracted from a wide range of sources that include:

- Greater Manchester Transport Fund
- Local Growth Fund
- Earnback – Money they get back from business growth resulting from transport schemes into economic areas.
- Local Sustainable Transport Fund
- Cycle City Ambition Grant

Current expenditure is at present mostly financing a number of capital projects and concessionary support. Funding has been adversely affected by the Government cuts and this has been the second year that they have had to cut back on the bus services.

**Sustainable Access:** This will see a comprehensive network of cycle and walking route improvements being delivered across the 10 districts of Greater Manchester, with more than 60km of new routes and over 30 junction improvements by March 2015.

**Travel Choices:** The Travel Choices programme will help commuters, businesses and job seekers to get the most out of Greater Manchester's changing transport network. Through a wide range of activities the Travel Choices programme will help remove transport barriers to employment opportunities and support sustainable commuting and business travel.

**Smarter Technology:** Local sustainable Transport Fund funding is being used to introduce intermodal, real-time information, available by web or mobile. This fund is also part-funding the introduction of smart ticketing system 'get me there' on buses, while a new active travel management system will speed up bus journeys and better manage travel flow across Greater Manchester.

**Enabling Community Transport:** For harder to reach areas, Local Link demand responsive transport services play a critical role in connecting people with employment opportunities.

Also as part of the Local Sustainable Transport Fund programme, existing services in key areas will be enhanced, a 24/7 booking system will be introduced and a Train, Learn, Drive, Earn (TLDE) programme will be rolled out.

**Commuter Cycle project:** To support commuter cycling a toolkit of complementary measures will be developed, including cycle training, information and improvements to

routes. Significant improvements are also being made to the quality and availability of secure cycle parking including the Cycle Hub programme which looks to provide secure facilities at key locations across Greater Manchester.

The Cycle City Ambition Grant 1 programme covers for components:

- New and enhance cycling routes
- Cycle and ride facilities associated with a number of rail stations and Metrolink stops
- A programme of work delivering improved cycle parking and access at 10 partner schools and colleges
- Our Walking Cities programme, secured separately to the main grant bid under subsequent funding made available to authorities already in receipt of the Grant.

Transport is a driver for growth and will increase its Growth Value Added (GVA) by £1.3bn per annum by 2021, generating 21,000 jobs. It is the biggest single transport investment scheme outside London and is a central/regional government collaboration and their aim is to keep Greater Manchester moving. They have multi modal responsibilities for the Metrolink, Highways and Cycling, with a growing role in relation to Bus and Rail with funding from central government, Metrolink revenues and council tax.

They are the Transport Executive for the Greater Manchester Combined Authority and take a strategic and advisory oversight on transport policy and delivery. They oversee and manage the Metrolink tram network and its ongoing expansion and have two depots. They build and manage bus stations and interchanges, stops and shelters and work with bus operators to subsidised travel for those who need it most.

They are a key partner in Rail North, devolving rail franchising across the north of England and carries out strategic rail policies focused on customer and business needs. Manage road networks, traffic signals, co-ordinating maintenance, strategic modelling and encourage sustainable travel and health by walking and cycling.

Greater Manchester Transport has worked with business to develop strategy plans that are green and economically viable. There has also been a need to understand how transport its role in the co-ordination and integration of a better health care system.

Customers also play a vital role in developing transport links. The old passenger forums have been replaced with a customer enquiries/complaints online database and any complaints about bus travel are passed on to the relevant operator. Any infrastructure changes are comprehensibly consulted upon to allow people to comment and shape future service delivery.

With regards buses, the relevant sub-committee has a delegated pot of money to commission bus services where there is no commercial; services and monitors performance. Whilst bus operators are held to account, the CA still has difficulty in controlling fares etc. Consequently, whilst the de-regulated system is currently in operation, the CA will be pursuing a change to a franchise model which allows you to control fares and delivery and introduce smart card technology.

It was confirmed that the ability to influence rail operators was more difficult.

The clear messages were:

Economic prosperity was at the heart of transport decisions, particularly in relation to investment. The appraisal of schemes was mainly based on delivering schemes that will create prosperity.

Relationship development between leaders was key as was the need to compromise. Manchester had to agree to having one vote as the largest authority just like Bury (the smallest authority). "You gain power by giving power away"

It is important that the local authorities involved in the CA take a long term view. The benefit of investment may not come to their authority this year but their future plans and priorities in the next two years will be supported by the CA. Negotiation will be the key.

Councillor Berry on behalf of the Group, thanked Councillor Harkin and Rod Fawcett for attending the meeting and giving such a valuable insight in to the work of the Greater Manchester Transport Authority.

#### **15.23 Date of next meeting**

At the next meeting of the Group that was scheduled to take place on 23 April 2015 it was agreed to look at the level of passenger information available at the Chorley Interchange and on the Lancashire County Council website.

Further attempts would be made to invite a representative from the Chorley and South Ribble Disability Forum and Dial a Ride to that meeting and views would be sought from the Parish Councils across the borough.

#### **15.24 Exclusion of the Public and Press**

**RESOLVED - To exclude the press and public for the following items of business on the ground that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972.**

#### **15.25 Rail Services in Chorley**

The Group received a response to their letter on rail issues from Northern Rail. The response was more positive than had been anticipated and Members were hopeful that there would be improvements made in the near future.

Chair

Date