

**MINUTES OF A MEETING OF THE POLICY &
RESOURCES COMMITTEE OF THE GREATER
MANCHESTER INTEGRATED TRANSPORT
AUTHORITY HELD ON 20 NOVEMBER 2009**

PRESENT: Councillor Ian Macdonald (in the Chair)

Councillors Dylan Butt, Doreen Dickinson, Andrew Fender, Alan Godson, Roland Griffin, Richard Knowles, David Jones, David Sandiford, Peter Scott, Colin Shaw, Eunice Smethurst, Val Stevens. Barry Warner, Alan Whitehead, Keith Whitmore David Wilkinson and Craig Wright

APOLOGIES: Councillors Peter Evans and Brian Rigby.

P/09/30 DECLARATIONS OF INTEREST

Councillor Richard Knowles declared a personal interest in minute P/09/38 - *Quarterly Progress against Performance Indicators Q2 2009/10* as an employee of Salford University. Councillors Knowles remained in the meeting and participated in discussion during the consideration of this item.

P/09/31 URGENT BUSINESS

The Chair agreed to accept the following item of business, as a matter of urgency, under the provisions of Section 100B (4) of the Local Government Act 1972:

- **MINUTE P/09/40 – GMPTE CHIEF EXECUTIVE**

P/09/32 MINUTES

The minutes of the meeting of the Policy & Resources Committee held on the 11 September 2009 were submitted.

RESOLVED/-

That the minutes of the meeting of the Policy & Resources Committee held on the 11 September 2009 be approved as a correct record.

P/09/33 GREATER MANCHESTER TRANSPORT FUND – DELIVERY PROGRAMME UPDATE

A report was submitted which updated Members on progress to date on the Greater Manchester Transport Fund (GMTF) Delivery Programme as set out in the draft report to the AGMA Executive on 27 November 2009, which was appended to the report.

With respect to section 3.21 of the report, the Interim Chief Executive explained that the GMPTE would remain in dialogue with Rochdale Council in order to explore the optimal solution for the delivery of park and ride facilities in the borough of Rochdale.

Members raised a number of issues in relation to the report, which are summarised below:

- Clarification on the location of the proposed park and ride site at Dane Road. *In response, the Chief Operating Officer, GMPTE, undertook to report back to the Member with further details.*
- The opportunity for bringing forward the proposed park and ride scheme at Cheadle Hulme station to coincide with scheduled Access for All accessibility enhancements at the station. *In response, the Chief Operating Officer explained that the current timescales for the delivery of park and ride schemes were indicative and that each scheme, including Cheadle Hulme, would be looked at to see if works could be accelerated further.*
- Concerns regarding additional decked proposals at Hazel Grove. *In response, the Chief Operating Officer explained that he would be happy to discuss with the Member the outline designs for the scheme.*
- Why Aston Moss was not included in the proposed park and ride sites. *In response, the Interim Chief Executive, GMPTE, explained that Aston Moss park and ride scheme had been included under Metrolink Phase 3B.*
- Why Mills Hill station was not included in the list of proposed park and ride schemes. *In response, the Interim Chief Executive explained that Mills Hill had never been included in the accelerated package.*
- The need for early engagement with ITA Members and district officers on each park and ride scheme. *In response, it was explained that engagement was ongoing with ITA Members and districts and that queries on any of the schemes could be directed to the Chief Operating Officer, whose contact details would be circulated after the meeting.*
- The need for improved marketing and promotion of the Bolton Metroshuttle service. *In response, the Bus & Rail Director, GMPTE, undertook to investigate the matter.*
- The need for the net figure of parking spaces for each park and ride scheme to be set out in future reports. *In response, the Interim Chief Executive explained that the indicative figures set out under section 3.22 of the report were net parking space figures except in relation to the Rochdale scheme, further details of which were set out in section 3.24 of the report.*
- Whether there was any further progress on investment at Victoria Station. *The Interim Chief Executive explained that discussions were ongoing between the PTE, Network Rail, Manchester City Council and the NWDA in an attempt to find a funding solution for Victoria Station improvements at the earliest possible opportunity.*

RESOLVED/-

- 1) That the content of the report and progress made to date on developing the schemes within the package, in particular that the contractual terms for the Metrolink Phase 3B Accelerated Schemes were expected to be concluded before the end of 2009, be noted;

- 2) That the delivery programme, as set out in Figure 1 in the report, be approved;
- 3) That the proposal which would be made to the Authority to borrow up to an additional £140m million for the development of the schemes in the GMTF in 2010/11 be noted; and
- 4) That the proposed governance and approval process be endorsed.

P/09/34 REVENUE BUDGET MONITORING

A report was submitted which informed Members of the latest position in respect of the 2009/10 revenue budget.

RESOLVED/-

That it be noted that the latest revenue forecast for 2009/10 was currently projecting a surplus of £1.0 million, predominantly due to lower than budgeted levels of expenditure on subsidised bus policy priorities and some savings on operating costs.

P/09/35 ROUTE UTILISATION STRATEGIES

Consideration was given to a report which advised members of progress with national Route Utilisation Strategies programme and recommendations in recent published Strategies as they related to the Greater Manchester area.

Members raised the following issues in relation to the report:

- Whether there was provision within the Merseyside RUS for the creation of a direct rail link between Wigan Wallgate and North Western stations to improve connectivity. *In response, the Interim Transport Strategy Director, GMPTE, reported that there was no provision for such a scheme within the Merseyside RUS.*
- The need to ensure that national Route Utilisation Strategies gave sufficient prioritisation to the protection and enhancement of local rail services.
- The need for an early report to Capital Projects or Policy and Resources Committees on the Manchester Hub preferred options which would be published in early 2010.
- The need to liaise with Transpennine Express to determine if the local stopping patterns could be introduced on their Manchester – Leeds services, as was the case on some of their Manchester – Sheffield services.

RESOLVED/-

- 1) That the contents of the report be noted; and
- 2) That a report on the Electrification Route Utilisation Strategy be submitted to the next meeting of the Committee.

P/09/36 FLEXIBLE TRANSPORT REVIEW

Consideration was given to a report which informed the Committee of the work, findings and conclusions of the Flexible Transport Review, and sought Members' endorsement in implementing the review's recommendations.

The Chair of the Authority thanked the Members' Panel and officers for their support of the review. He drew the Committee's attention to the Review Panel's recommendations regarding: improving the current Ring and Ride booking system and cross boundary service; the need to reform the current target-orientated basis for Ring & Ride performance to deliver a high quality service for those residents most in need; improving passenger liaison and engagement; and revised Ring and Ride/GMATL governance arrangements.

A Member welcomed the need to reform the current boundaries for Ring & Ride services but cautioned against the rigid adoption of a new criteria of limiting trips to a 5 mile radius to the passengers' home, on the grounds that this would restrict the service for passengers in outlying areas who lived more than 5 miles from their nearest district centre or accessible rail station.

Members highlighted the need for greater promotion and marketing of Small Travel Grants and the need for a single contact number/simplified booking system for Demand Responsive Services.

A Member also recommended that further legal clarification be sought on the role of the Authority in respect to the provision of passenger transport services before any simplified Ring and Ride governance arrangements were introduced.

RESOLVED/-

- 1) That the report and Members' comments set out above be noted;
- 2) That the findings and key actions recommended by the Flexible Transport Review Members Panel, as set out in section 4 of the report, be endorsed, subject to the key action in section 4.3 (3) of the report regarding Ring and Ride boundary services being amended to read as follows:
 - "...ask GMATL to consider whether to dissolve the current boundaries for the service and adopt new criteria of limiting trips to 5 miles radius of passenger home, with the exception made for hospital trips which may be longer *or for those passengers living more than a 5 mile radius from their nearest district centre or accessible rail station.*"
- 3) That officers be requested to implement the actions such that any new arrangements were in place at the start of the new financial year, or with regard to any governance reforms from the start of the new municipal year; and
- 4) That an update be submitted to the next meeting of the Committee, which would form an Action Plan advising Members on the actions to be taken by each of the organisations identified in the report to ensure that the action were delivered.

P/09/37 INTERNAL AUDIT REPORT ON ITA PERFORMANCE MONITORING ARRANGEMENTS FOR 2008/09

Consideration was given to a report which set out the findings of the Authority's internal audit function with regard to performance monitoring arrangements (2008/09) prior to this duty being transferred to the Policy & Resources Committee.

In welcoming the report, a Member suggested the need for a re-examination of the Authority's performance monitoring and scrutiny arrangements and how these informed future policy development and performance improvement, particularly in light of the Authority's additional responsibilities around the Local Transport Plan. In response, it was suggested that the Committee Improvement Project Members' Working Group consider the matter as part of their work in early 2010.

RESOLVED/-

- 1) That the report be noted;
- 2) That officers be requested to undertake further work with the Executive with a view to providing a full report to the next meeting of the Committee on a proposed framework to respond to these findings; and
- 3) That the Committee Improvement Project Members' Working Group be requested to review the Authority's current performance monitoring and scrutiny arrangements as part of their deliberations in early 2010.

**P/09/38 QUARTERLY PROGRESS AGAINST PERFORMANCE INDICATORS
Q2 2009/10**

A report was submitted which set out progress against performance indicators as well as actions underway to improve performance where appropriate.

A discussion ensued on recent Metrolink service performance and the Interim Chief Executive explained that the GMPTE were working closely with Stagecoach Metrolink to rectify the service performance issues on the network.

A Member highlighted the underperformance around measure 13. *Period end percentage of complaints responded to within 15 working days.* In response the Finance and Corporate Services Director, GMPTE, explained that the performance period in question covered the introduction of the new Customer Relationship Management system, which had resulted in a short-term reduction in performance during its implementation and training phase.

RESOLVED/-

- 1) That the current performance as set out in the report be noted; and
- 2) That the actions being undertaken to improve performance where necessary be noted.

**P/09/39 PUBLICATION OF 'FAST FORWARD: A HIGH SPEED RAIL
STRATEGY FOR RAIL'**

A report was submitted which informed Members of the publication by the Greengauge 21 Public Interest Group report *Fast Forward: A High-Speed Rail Strategy for Rail.*

RESOLVED/-

- 1) That the report be noted;
- 2) That the contribution of the report to the development of a high speed rail strategy for the UK be welcomed; and
- 3) That officers be requested to remain engaged with Greengauge 21 and with other stakeholders to ensure that the needs of Greater Manchester were reflected in any emerging proposals around high speed rail.

P/09/40 URGENT BUSINESS – GMPTE CHIEF EXECUTIVE

The Chair of the Authority announced that David Leather had agreed to continue in his role as Chief Executive of GMPTE for at least the next two years.

RESOLVED/-

That the announcement be noted.

P/09/41 EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED/-

That, under Section 100(A)(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that this involves the likely disclosure of exempt information as set out in paragraph 3, Part 1, Schedule 12A, Local Government Act 1972.

P/09/42 BUS PARTNERSHIPS – PROGRESS REPORT

A report was submitted which advised Members on progress with developing the bus partnership since the last report in June 2009.

RESOLVED/-

- 1) That the progress with the target network and the proposed process for securing changes as set out in Annex 3 be noted; and the continued use of the design standards set out in Annex 1 in future design work be confirmed;
- 2) That the finalisation of a Code of Conduct as set out in Annex 4 be endorsed;
- 3) That the proposed Quality Partnership Schemes be endorsed and that a further report be submitted to the Committee prior to seeking approval to commence statutory consultation in the new year;
- 4) That further work be undertaken to develop Quality Contract Scheme proposals; and
- 5) That a letter be issued on behalf of the Chair, Vice Chair and Leader of the Opposition to the Parliamentary Under Secretary of State requesting finalisation by the Department of Transport of all outstanding matters in relation to the introduction of Quality Contracts.