

Board Meeting Paper	
Nov 18 SBM B 01.0	
Purpose of report	<input type="checkbox"/> Decision ¹ <input type="checkbox"/> Discussion / debate <input checked="" type="checkbox"/> Information only ²
Sensitive Information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If sensitive, protective marking³	
Date of Meeting	12 Novemeber 2018
Agenda Item	B 1.0
Report Title	Special Board meeting briefing – Simon Warburton, Transport Strategy Director
Sponsor	David Sidebottom
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1. Briefing	
<p>Transport for Greater Manchester – Simon Warburton, Transport Strategy Director is presenting at the Special Board Meeting.</p> <p>Background</p> <p>Transport for Greater Manchester (TfGM) is the public body responsible for co-ordinating transport services throughout Greater Manchester. It was known as the Greater Manchester Passenger Transport Executive (GMPTE) until a reform of local government in Greater Manchester in 2011 granted it more powers and prompted a corporate rebranding. The strategies and policies of Transport for Greater Manchester are set by the Greater Manchester Combined Authority (GMCA) and its Transport for Greater Manchester Committee (TfGMC).</p> <p>Transport for Greater Manchester is responsible for investments in improving transport services and facilities. It is the executive arm of the Transport for Greater Manchester Committee which funds and makes policies for TfGM. The authority is made up of 33 councillors appointed from the ten Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan).</p> <p>The 33 councillors have voting rights on most transport issues despite not being members of the GMCA: major decisions still require approval by the GMCA, but the functions that are referred (but not delegated) to the TfGMC include making recommendations in relation to:</p> <ul style="list-style-type: none"> • The budget and transport levy • Borrowing limit • Major and strategic transport policies • The local transport plan • Operation of Greater Manchester Transport Fund and approval of new schemes • Appointment of Director General/Chief Executive of TfGM <p>Services</p> <p>Manchester Metrolink</p> <p>The Manchester Metrolink light rail system launched in 1992. Entirely subsidised by TfGM without a government grant and operated by KeolisAmey. Carries over 29 million passengers a year. With 93 stations it is the largest local transport network in the United Kingdom after the London Underground.</p>	

¹ If a decision is required, or you are asking for the paper to be formally noted, please set this out in section 2

² If for information only, please make clear in section 1 **why** this information is being provided

³ ie **OFFICIAL/SENSITIVE**: plus COMMERCIAL / POLICY / MANAGEMENT-STAFF / PERSONAL PROTECT

Rail services

TfGM subsidise fares on certain local services and fund station refurbishments on an ad hoc basis.

Buses

Metroshuttle was launched 2002, free bus service around Manchester city centre. New services were provided in Bolton, Oldham and Stockport after success of the service in Manchester. Maintenance of bus shelters and stations.

Highways and Cycling

Greater Manchester Urban Traffic Control Unit (GMUTC) – responsibility for road management transferred to TfGM in 2009. Entails installation, maintenance and management of traffic signals, limited areas of road safety, incident response and event management via a traffic control centre. Cycling - promotion of the Greater Manchester Cycling Strategy and delivery of Cycle Hubs and regional cycle routes

Fares, ticketing and information

TfGM provides subsidised fares on certain services, multi-modal “smart” ticketing and other services:

- System One travelcards (unlimited use on any bus across the city)
- Get me there (electronic, smart card ticketing product)
- Public transport maps and timetables
- Website
- Route Explorer application (journey planner)

Work with Transport Focus

TfGM contributes to boost the annual bus and tram passenger surveys across the city region. Results are briefed back to TfGM at a senior level and detailed analysis shared back to relevant committees.

A summary of tracker results across Manchester are attached (appendix one). These results summarise:

- Spring 2018 National Rail Passenger Survey
- Autumn 2017 Tram Passenger Survey
- Autumn 2017 Bus Passenger Survey

As a member of the Mayor of Greater Manchester’s Transport Board these results were presented to the Board in July 2018. A commitment was agreed to update the Board twice a year as new results become available in addition to briefings on other Transport Focus insight projects.

Future provision of bus services

GMCA is preparing an assessment of a proposed franchising scheme for Greater Manchester. Bus franchising is a procurement method that sees a transport authority specifying the bus service requirements, in a series of contracts, with bus operators competing for each contract to provide the services.

GMCA’s assessment will describe the effects that the proposed franchising scheme is likely to produce and compare making the proposed scheme to one or other options for reform, such as partnerships.

In order to prepare a robust assessment which takes into account as wide a picture of the current bus network as possible, TfGM has requested and is in the process of receiving a wide range of

information from local bus operators. The Bus Services Act 2017 and subsequent published regulations entitles TfGM, on behalf of the GMCA, to request this information, which includes, for example, information about the number of journeys run, passenger numbers and fare structures, costs and revenues.

In preparing the assessment, TfGM is also engaging extensively with bus operators to explore other realistic options for improving local bus services – such as partnership.