

**GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY****REPORT FOR RESOLUTION**

**COMMITTEE:** Policy & Resources  
**DATE:** 24 July 2009  
**SUBJECT:** Progressing GMITA Policy Priorities for 2009/10  
**REPORT OF:** Clerk to the Authority and Chief Executive, GMPTE

**PURPOSE OF REPORT**

To set out, for the Committee's consideration, proposed approaches for progressing the 2009/10 Policy Priorities, which were agreed by the Authority at its meeting on 19 June 2009.

**RECOMMENDATIONS**

Members are recommended to:

- (a) comment on, or otherwise approve, the proposed arrangements for progressing the Authority's previously agreed 2009/10 policy priorities; and
- (b) request that a further composite report on the progression of policy priorities be brought to the November meeting of this Committee.

**BACKGROUND DOCUMENTS**

GMITA Policy Priorities 2009/10, report to the Authority, 19 June 2009.

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## **1 Introduction**

- 1.1 The Authority has established a practice for several years of agreeing a set of policy priorities at the outset of each municipal year to advise officers and stakeholders of those areas of policy that it intends to give particular priority to through the year.
- 1.2 At the first meeting of the new municipal year, on 19 June 2009, the Authority agreed its policy priorities for 2009/10. In doing so, the Authority requested the Policy & Resources Committee to oversee the delivery of the policy priorities. This report sets out an overview of the approaches that are proposed to support the progression of the priorities for the Committee's consideration. Progress on individual priorities will be reported as detailed below; and, in addition, it is proposed that a composite update will be brought the November and March meetings of this Committee.

## **2 Third Local Transport Plan (LTP3)**

- 2.1 The policy priorities highlight the need for the Authority to lead on the first stages of the production of the third Greater Manchester LTP in close consultation with the ten Greater Manchester highway authorities, so as to ensure that a timely LTP3 submission is made to the Government in March 2011.
- 2.2 Members may recall that the DfT issued draft guidance on the arrangements for the production of LTP3 documents earlier in 2009, to which the Authority submitted a consultation response. Final guidance is expected to be published shortly. In the interim, Officers have begun to map out an outline process for LTP3 preparation. In order to start the work of the Authority on LTP3 preparation, it is suggested that a report on the outline proposals for the GMLTP3 process should be brought to the next meeting of this Committee.

## **3 Greater Manchester Transport Fund (GMTF)**

- 3.1 The policy priorities highlighted a key role for the Authority, during 2009/10, in partnership with the AGMA Executive, to prioritise, timetable and oversee the implementation of the previously identified GMTF public transport schemes.
- 3.2 A separate report elsewhere on this agenda discusses the work underway in this regard, and sets out how the Authority will have clear responsibilities in the delivery processes going forwards.

## **4 Development of Smartcard and Real Time Passenger Information (RTPI) Systems**

- 4.1 The Authority has set a priority for 2009/10 to seek to establish appropriate mechanisms to secure the future delivery of its objectives

to secure a multi-modal, cashless, electronic smartcard ticketing system and to increase the roll-out of real time passenger information (RTPI) in Greater Manchester.

- 4.2 Members will be aware that the Authority's capital programme for 2009/10 includes a provision of up to £2 million to progress the Authority's Smartcard objectives. £150,000 of this funding has been previously released to allow for early development work in this regard and a progress report will be brought forward to the Capital Projects Committee in due course.
- 4.3 Members will also be aware that RTPI is a major feature of the forthcoming Metrolink project upgrade, which will result in electronic information provision on all Metrolink stops; this work is being overseen by the Capital Projects Committee. In addition, the Authority's Rail Station Improvement Strategy is securing improvements in RTPI at local rail stations each year. The issue of bus RTPI is a consideration of the current Bus Strategy work, which is discussed at 7.1 below.

## **5 Passenger Security and Safety**

- 5.1 The Authority has agreed to continue its policy priority, established in 2008/9, to develop new opportunities, in partnership with Greater Manchester districts, public transport operators and the police to promote passenger safety and security on the local public transport network.
- 5.2 Earlier in 2009, the Authority established a Members' Panel to progress this work through a review of current practices across the local network. The Panel will report its findings and suggested next steps to the November meeting of this Committee.

## **6 Metrolink**

- 6.1 The policy priorities recognise the important role that the Authority will play in overseeing the planning, prioritisation and implementation work for Metrolink 3a, 3b and current system renewals processes.
- 6.2 This work is being overseen by the Capital Projects Committee on behalf of the Authority.

## **7 Buses**

### Greater Manchester Bus Strategy

- 7.1 The 2009/10 policy priorities reflect the ongoing development of a revised Greater Manchester Bus Strategy, utilising the new provisions contained within the 2008 Local Transport Act. In particular, the Authority has committed to prioritising the development of Statutory Quality Partnerships (SQPs) with the co-operation of bus operators and district highway authorities to bring early control over bus routes,

improved frequencies and maximum fares, and to enable cross-city routes to operate. It has also committed to considering how Quality Contracts may be implemented to secure its objectives, should SQPs be unsuccessful in doing so.

- 7.2 Officers are currently progressing partnership development discussions with bus operators in line with previous reports considered by Policy Committee in 2008/9. It is intended to hold a seminar for all Members of the Authority in the autumn to discuss the emerging outputs from this process, prior to a formal report being brought to the November meeting of this Committee on the proposed approaches to securing bus service quality, network, ticketing and integration improvements in line with the Authority's objectives.

#### Orbital Bus Routes, Metroshuttle Developments and Flexible Transport Services

- 7.3 The Authority has also committed to continue to pursue its objectives for orbital bus routes, town centre Metroshuttle developments and a review of flexible transport services, all of which were instigated under the 2008/9 policy priorities.
- 7.4 Over recent months, Officers have reviewed the potential for the development of orbital bus routes to serve non-radial travel patterns in Greater Manchester. A number of proposals from this work were incorporated into the recent submission to the Government's Kickstart funding competition, the outcome of which will be known later this year. In addition, the Authority has identified up to £1million to support the development of orbital services in 2009/10. It is proposed that a report presenting potential options for the utilisation of this resource will be brought to the next meeting of the Bus Network Committee on 7 August.
- 7.5 With regard to the development of proposals for town centre Metroshuttle services, Officers are currently involved in work to consider the early potential of a number of options suggested by Greater Manchester districts. In addition, the operation of the two approved schemes (in Bolton and Stockport) from 2008/9 is being monitored with the relevant councils. An update on this work will be brought to an appropriate future meeting of the Bus Network Committee.
- 7.6 With regard to flexible transport services, the Authority established a Members Panel to review the current arrangements for the provision of flexible transport services, including Ring and Ride, earlier this year. It is anticipated that the findings of this review will be available to report to the next meeting of this Committee in September.

## 8 Rail

### Manchester Hub

- 8.1 The Authority recognizes that the work to determine and deliver rail network enhancements that will free-up capacity for growth in and around the central Manchester rail hub is a major ongoing priority for Greater Manchester. In particular for 2009/10, the Authority has identified the need to ensure that the current technical study, which is being led by Network Rail, is concluded at the earliest opportunity, so that its findings can be debated with Government in advance of the end of the current Parliament and future considerations on the national rail spending priorities for Control Period 5 (2014 – 2019).
- 8.2 The Authority has agreed with Network Rail that the first outputs from the study will be available in time to support the GMITA/Network Rail joint lobbying activities at this autumn's party conference season. In addition, the Capital Projects Committee will receive regular updates on the progress of the study.

### 2010 Timetable

- 8.3 The Authority has previously identified a series of outstanding requirements for the local provision of rail services in the wake of the changes to the December 2008 rail timetable, brought about as a result of the enhanced West Coast Mainline timetable. The Authority has agreed that it will seek, as a matter of priority, the reinstatement of local service cuts made in December 2008, through the December 2010 timetable planning process, in addition to seeking to lengthen overcrowded trains and introduce additional frequencies where there is track, platform and rolling stock capacity.
- 8.4 The previous report on the 2009/10 policy priorities suggested that a Members Task and Finish Group should lead work on this process. It is recommended that a report will be taken to the next meeting of the Authority's Rail and Metrolink Networks Committee to agree the basis for this work.

### Overcrowding of trains and platform lengthening

- 8.5 The issue of local rail service overcrowding has been maintained by the Authority as a policy priority. In particular for 2009/10, the Authority has committed to ensuring that it plays a full role in prioritising the allocation of new carriages and extra trains, which have been previously promised by the national rail rolling stock programme, and the reallocation of rolling stock from the Oldham Loop line. The Authority has also identified a role for itself in co-ordinating the associated programme of investment in platform-lengthening.
- 8.6 Since agreeing its priorities, the Authority has become aware of a significant potential risk to the scale of rolling stock that the DfT has pledged to the Northern rail franchise. In addition, Ministers have confirmed that it is not the intention of the DfT to retain the Oldham

Loop rolling stock in Greater Manchester, unless funding is made available by the Authority. Therefore, all immediate work to progress this priority has been focussed on lobbying to ensure that the final allocation of rolling stock to Northern is maximised. This will remain the focus of the work until this matter has been resolved.

#### Accessible Rail Stations

- 8.7 The Authority has committed to prioritising a future programme of investment to improve accessibility at rail stations for those with mobility impairments, parents with prams and other relevant members of the local community.
- 8.8 Officers are currently finalising a thorough analysis of the local rail network's accessibility, so as to inform future policy considerations on where this investment should be prioritised. A report on the findings of this analysis and clear recommendations for a future programme of investment will be brought to the earliest appropriate meeting of this Committee.

### **9 Reflecting Current Economic Conditions**

- 9.1 Finally, the Authority's policy priorities recognise the need to ensure that its decisions and the operations of GMITA/PTE are undertaken in a manner that reflects the wider condition of the economy in 2009/10.
- 9.2 In support of this, Officers will seek, where appropriate, to highlight where opportunities to secure short-term improvements in access to employment for Greater Manchester residents can be achieved through the Authority's activities. Early deployment of the Greater Manchester Transport Fund investment programme, discussed elsewhere on this agenda, offers a particularly significant opportunity in this regard.
- 9.3 In addition, the Authority and GMPTE will continue to ensure that maximum efficiencies are sought from all ongoing operations, projects and in preparing the budget arrangements for 2010/11.

### **10 Recommendations**

- 10.1 A full set of recommendations appear on the front page of this report.

**Howard Bernstein**  
Clerk to the Authority

**David Leather**  
Chief Executive, GMPTE