

## Council Meeting – 13 July 2016

### Joint Authority Questions:-

#### 1. Transport

In recent months there have been a number of occasions when the Metrolink system has been seriously affected by traffic incidents, engineering problems etc. A serious case recently is the debacle on the night of 25 May 2016, with a major concert at Etihad Stadium. Could the Authority's representative on the Transport for Greater Manchester Committee outline what lessons have been learnt from incidents like this about dealing with major problems on the network, especially with regard to communicating with passengers?

Councillor D'Albert

A. **Greater Manchester attracts high profile events, the majority of venues of which are served by Metrolink. Officers at Transport for Greater Manchester understand how important these events are for the region and plan accordingly. Where appropriate, we lead on plans with stakeholders and partner organisations, including:**

- **Event management companies;**
- **Greater Manchester Police;**
- **Relevant local authorities; and**
- **Commercial transport operators for both Metrolink rail and bus.**

**This ensures safe and timely access to venues whilst mitigating any disruption to journeys for residents, leisure visitors and commuters within the region.**

**On 25 May, the Etihad Stadium hosted Bruce Springsteen. Ingress started well with a good six minute service from the city towards the venue. From approximately 17.30pm, three significant incidents occurred:**

- **A road traffic collision at Audenshaw;**
- **A vehicle became stuck on the segregated track at New Islington; and**
- **A road traffic collision between a bus and a tram near Piccadilly Gardens.**

**The above incidents impacted upon customers making their way to the venue and others. Motorists in the immediate area also were subjected to journey delays.**

**In response, TfGM initiated the Incident Management Team, with modal representatives, communications and Metrolink operator colleagues. Working together, customers were advised of the disruption and where possible cross ticket acceptance was authorised on suitable bus routes. Customers attending the venue were advised by Metrolink's Customer Services team about the designated walking routes to the venue. This was done proactively using social media as well as providing prompt replies to any emails and tweets received. Public announcements and passenger information displays at stops throughout the city was another platform used to advise of the disruption.**

**For egress, services were reforming, with trams operating into the city centre and beyond for customers wishing to make onward connections. Staff on the ground advised customers of waiting times which enabled customers to make an informed travel choice on their return journey.**

**For all major events, a local debrief takes place to help ensure continuous improvement. An outcome of which has been to have an active Transport Coordination Centre (TCC) for all subsequent events. The TCC is managed by TfGM officers and enables a timely and effective response to any event on the network which will impact upon our transport network.**

(To be answered by Councillor Noel Bayley – Committee for Transport for Greater Manchester Transport representative)

## **2. Transport**

Could the authority's representative on the Transport for Greater Manchester Authority inform members on the assumptions made in TfGM's financial plan around fare increases, for example to 2020. What impact would a freeze to 2020 on all public transport fares in Greater Manchester have on the finances of Transport for Greater Manchester? Councillor Pickstone

- A. At present, Transport for Greater Manchester only has the ability to set fares on the Metrolink network. Bus Operators determine fares for the services they provide, and through GM Travel Cards Limited, they determine prices for multi-operator bus products that are marketed under the brand of System One. The majority of local rail fares are regulated through the franchise agreement. In this context, TfGM currently has limited capacity to determine overall public transport fares, with the exception of Metrolink.**

**The net revenues derived from Metrolink fares are ring-fenced for repayment of the borrowings that were undertaken to deliver the investments in the GM Transport Fund, which is delivering the largest programme of transport infrastructure outside London. This strategy was agreed with AGMA as part of the approval of the Transport Fund in 2009, whereby the prudential borrowings which were required to be raised locally to fund the delivery of the schemes (of c. £1.2 billion) would be repaid by a combination of ring fenced increases in the Transport Levy and the application of Metrolink net revenues. These are**

**Metrolink revenues, net of operating, maintenance and other related costs.**

**The long term funding strategy for the Greater Manchester Transport Fund included an assumption that Metrolink fares would increase at RPI + 1%. As a result of the financial position within the Transport Fund, no fare increases were implemented in January 2016 due to the ongoing works on the system, in particular on the Second City Crossing Scheme which impacted on services during the year and no increases are proposed for the remainder of 2016. The future position on fares changes for 2017 will be reviewed later in the year by the GMCA.**

(To be answered by Councillor Noel Bayley – Committee for Transport for Greater Manchester Transport representative)

### **3. Pension Fund**

Could the authority's representative to Greater Manchester Pension Fund update members on the impact on the Pension Fund of the EU Referendum result? How many current and former employees are affected? What work is the Authority doing to mitigate the impact of the result and the resulting economic uncertainty? Councillor S Wright

(To be answered by Councillor Grimshaw – Representative on GM Pension Fund Advisory Board)

**A The Local Government Pension Scheme, or LGPS, is a statutory scheme, and its benefits are guaranteed by law. The result of the EU Referendum will not affect the benefits of current or former employee members of the Fund.**

**The Fund has delegated the investment management of our portfolios of company shares and bonds to a small number of external professional investment management firms. We give the investment managers detailed guidelines within which to work.**

**The investment managers put great effort into analysing all investments risks, including geopolitical risks such as the EU Referendum. At the recent meeting of the Management Panel, both of the Fund's main investment managers gave detailed presentations, and answered a significant number of questions, on the implications of the EU Referendum for the portfolios that they manage. Whilst current events pose a risk, the investment managers, as long term investors, will also look for opportunities to buy shares in good companies at lower prices.**

**As the value of Sterling has depreciated, the relative value of the Fund's significant overseas holdings has increased. In the very short term, this has led to an increase in the overall value of the Fund, to over £18 billion.**

**We will continue to monitor the situation closely.**

#### **4 Waste**

The country has voted to leave the EU. Can our representative on the GMWDA please tell us what is the future of recycling in Bury and GM as it was linked to EU directives, the Circular Economy and the Waste and Resources Action Programme? Will we still have recycling targets to meet or will we be going back to the bad old days of landfilling everything?" Councillor Mallon

- A. With the vote for the UK to leave the EU we are expecting a period of uncertainty to exist until the terms of that exit are negotiated (i.e. perhaps until 2019). Until this time all existing EU requirements including recycling targets will remain in place and we will continue to comply with all waste related legislation such as the Landfill Directive and Waste Framework Directive.**

**The type of trade deal negotiated will, to a large extent, determine the environmental policies to which the UK must adhere. If the UK were to join the European Economic Area, then EU related waste legislation will still apply, whilst any economic agreement is likely to involve some voluntary alignment of waste policies as observed in existing agreements with other States outside the EU.**

**The Authority will continue to influence policy development in the interim period with the existing lobbying approach, as depending upon the UK negotiated exit, and with the Circular Economy proposals further binding environmental legislation to trade it is likely that the final Circular Economy proposals will still shape UK policy to some extent.**

**A full report on the impact of the European Referendum is being presented to the Authority on Friday 15th July**

(To be answered by Councillor Quinn – GMWDA Representative)