

## GMCA QUESTIONS

1. WHAT ACTION CAN TFGM TAKE TO HOLD THE FAILING TRAIN COMPANIES TO ACCOUNT? HAS THERE BEEN AN ECONOMIC IMPACT ASSESSMENT MADE OF THEIR COMPLETE FAILURE TO RUN THE NETWORK TO A HIGH STANDARD? **COUNCILLOR NOEL BAYLEY**

**Councillor Peel/A Quinn to answer.**

Work by TfN estimated that the poor performance of Transpennine Express and Northern services is leading to a cost to individuals and businesses in the North of around £420m per year. This primarily considered the monetised cost of being delayed, lost revenue from people choosing not to travel by rail in future, and the resulting economic impacts of some of those former rail users travelling instead by more polluting or less safe modes. Further analysis of this work was undertaken by TfGM on the impact to Greater Manchester alone, based upon the proportion of Northern and Transpennine users either starting or ending their journeys within the city region. This equates to a value of around £185m per annum.

TfGM as part of the Rail North Partnership Framework, are looking to establish a NW Regional Business Unit (NWRBU) alongside 12 other local transport authority members (Liverpool City Region, Lancashire County Council, Blackpool, Blackburn with Darwen, Cumbria (representing the soon to be formed Cumberland Council, Westmorland and Furness Council), Cheshire East, Cheshire West and Chester, Warrington Borough Council, Derbyshire, Staffordshire and Stoke-on-Trent). The NWRBU will act as a key adviser to Transport for the North (TfN) and the Rail North Partnership (RNP) to help them execute their statutory duties including on rail infrastructure projects, train service specification/operations, fares and ticketing, stations, rolling stock and decarbonisation and inputting at various stages of the contract management process with rail operators. Although this will not immediately help fix the problems the rail industry are currently facing, it is designed to help work collaboratively with Northern Trains Limited (NTL) and Transpennine Express (TPE) to develop improved ways of working and represent 'one voice' for the North-West.

TfGM are currently leading the mobilisation of the NWRBU on behalf on the 12 LTAs, RNP, TfN and wider rail industry, sign-off to proceed with the mobilisation was granted by the Rail North Committee early March, and it remains our ambitions for the NWRBU to be 'stood up' by July 2023.

As well as the establishment of the NWRBU, TfGM officers are also working with industry and Great British Railway's Transition Team (GBRTT) to establish a GM-GBR Partnership and GM Rail Board, which will transform the way GM interacts with the rail industry going forwards. The partnership and the GM Rail Board will act as the mechanism to help senior leaders deliver the outcomes of integrating Rail into GM's Bee Network by 2030. This includes delivery of PAYG infrastructure to join up Metrolink and Bus, a commitment to Bee Network co-branding and a GM-wide partnership between GMCA and Network Rail (GBR once formally stood up) to support opportunities for regeneration and commercial and housing development in and around stations.

2. HOW DOES KNIFE CRIME IN BURY COMPARE TO THE REST OF GREATER MANCHESTER? **COUNCILLOR McBriar**

**Councillor Gold to answer.**

**Bury is consistently one of the lowest districts in GMP for knife crime, despite having the third highest retail and town centre footfall in the region. Between January 2022 and January 2023, Bury ranked 2<sup>nd</sup> lowest of the 10 Greater Manchester localities in terms of number of knife related crimes and 3<sup>rd</sup> lowest in the terms of rate of reported knife crime incidents.**

**The number of reported knife related crimes in Bury in 2022 were down 23.8% from 2021.**

**Whilst this is positive we know that one knife-enabled crime is too many. The Tackling Crime and ASB sub-group of the Community Safety Partnership, and the CSP itself at it's meeting earlier in March, review data and insight in relation to knife enabled crime and the partnership prevention, early intervention and enforcement activity taking place to reduce harm and make Bury a safe place to live, study, work and visit.**

**Examples of the activity this includes:**

- Development of a Knife Crime Problem Profile ahead of developing a partnership Serious Violence Strategic Needs Assessment for Bury.**
  - Operation Heartbeat in Bury Town Centre, and Operation Saturn across the Borough as part of targeted proactive policing and local partnership activity including joint patrols between GMP, Bury Council, Travelsafe and the local colleges to reduce crime and provide community reassurance.**
  - Through Heartbeat and Saturn during the last twelve months there have been the deployment of knife arches on the transport network;, 650 stop-searches undertaken, over 200 arrests and 40 knives seized**
  - Detached Youth Outreach activity including linking individuals into positive diversionary activity. In Bury East this includes an alliance of partners through the Violence Reduction Unit, including Bury Defence Academy and Friends of Hazelwood High.**
  - Knife crime awareness inputs/ sessions with community groups**
  - Knife crime awareness sessions with local schools through routine school engagement and targeted sessions with Violence Reduction colleagues. Similar activity with Bury College – indeed, a workshop is taking place with students there tomorrow morning (Thursday 22<sup>nd</sup> March)**
  - Improved radio communication network between The Rock, The Millgate and Bradley Fold, in addition to proactive identification of activity through enhanced connectivity with the CCTV control room to notify colleagues of suspicious activity.**
3. WHAT IS THE EXPLANATION FOR THE COST A SINGLE TICKET FROM FROM BESSES O'TH BARN BEING NEARLY DOUBLE ON THE BUS WHEN THE TRAMLINE IS CLOSED? **COUNCILLOR JACKIE HARRIS**

**Councillor Peel/A Quinn**

We have never charged a bus fare for a replacement service – it is treated as the price of the mode the customer was intending to travel on. If we were to look at anything different, we could find ourselves needing to refund contactless customers for example, who may not have reached their cap if charged £2 rather than the Metrolink fare.

4. WHAT WILL THE BENEFITS BE TO THE PEOPLE OF BURY IN RELATION TO THE PROPOSED GREATER MANCHESTER TRAILBLAZER DEVOLUTION DEAL?  
**COUNCILLOR ROGER BROWN**

**Councillor E O'Brien to answer.**

The devolution deal represents the biggest step forward in devolution since the original deal was struck many years ago. It is a recognition that power and resources are best placed as near to those to which they should be serving. The main benefits for the people of Bury include skills and employment, housing and regeneration, transport, the environment and culture – all of which are priorities in our LET'S strategy. The deal also helps us to plan ahead as we will have a single financial settlement.

We've already seen through the original devolution deal more money flowing into Bury and being spent on things such as improving walking and cycling routes; and supporting our local businesses.

Bury will benefit from a reformed and simplified education system which is more closely aligned to what Bury businesses need and in turn Bury's young people will benefit by having opportunities to access good jobs. Bury College will receive a provisional allocation of £2,061,164 during 2023/24 to support further education, and the Council will receive £1,422,905 to deliver adult education. This investment supports our vision for faster economic growth than the national average, with lower than national average levels of deprivation.

There will be a new rail partnership to support the integration of rail into the Bee Network, including full fare and ticketing through bus, Metrolink and rail.

The extra £150m in brownfield funding will help deliver thousands of homes on brownfield land and there will be greater powers under the Greater Manchester Good Landlord Charter to raise standards in the social and private rented sectors.

There will always be more we would like to see be devolved, but there is plenty in this deal to help us improve the lives of residents in Bury and across Greater Manchester.