

Combined Authority questions

1	Can TfGM provide an update on the plans to integrate ticketing between bus and tram later this year?	Cllr Rizvi	Cllr Quinn																																
<p>Key to the success of the Bee Network are integrated, affordable, and simple fares and ticketing products, aimed at supporting more people to travel for less, with back-office systems that do the hard work to make life easier for customers.</p> <p>To date, we have already introduced a set of integrated "Bus + Tram" ticketing products, including 1-, 7-, and 28-day Bee AnyBus + Tram travelcards. In September 2024, GMCA approved 'pay-as-you-go' (PAYG) contactless ticketing and multi-modal capped fares for buses and Metrolink. Arriving in March 2025, our contactless London-style payment system will introduce a daily and weekly fare spending cap, setting a maximum for what people pay when travelling on our buses and trams.</p> <p>Key to the success of the Bee Network are integrated, affordable, and simple fares and ticketing products, aimed at supporting more people to travel for less, with back-office systems that do the hard work to make life easier for customers.</p> <table border="1" data-bbox="220 999 1337 1424"> <thead> <tr> <th>Cap</th> <th>1-day Anytime</th> <th>1-day Off-Peak</th> <th>Weekly</th> </tr> </thead> <tbody> <tr> <td>Bus only</td> <td colspan="2">£5.00</td> <td>£20.00</td> </tr> <tr> <td>Bus and any one Metrolink zone</td> <td>£6.00</td> <td>£5.40</td> <td>£24.80</td> </tr> <tr> <td>Bus and Metrolink zones 2+3 or 3+4</td> <td>£6.70</td> <td>£6.40</td> <td>£28.40</td> </tr> <tr> <td>Bus and Metrolink zones 1+2</td> <td>£7.30</td> <td>£6.70</td> <td>£30.30</td> </tr> <tr> <td>Bus and Metrolink zones 2+3+4</td> <td>£7.60</td> <td>£7.00</td> <td>£32.50</td> </tr> <tr> <td>Bus and Metrolink zones 1+2+3</td> <td>£8.70</td> <td>£7.30</td> <td>£36.40</td> </tr> <tr> <td>Bus and all Metrolink zones (1+2+3+4)</td> <td>£9.50</td> <td>£7.80</td> <td>£41.00</td> </tr> </tbody> </table>				Cap	1-day Anytime	1-day Off-Peak	Weekly	Bus only	£5.00		£20.00	Bus and any one Metrolink zone	£6.00	£5.40	£24.80	Bus and Metrolink zones 2+3 or 3+4	£6.70	£6.40	£28.40	Bus and Metrolink zones 1+2	£7.30	£6.70	£30.30	Bus and Metrolink zones 2+3+4	£7.60	£7.00	£32.50	Bus and Metrolink zones 1+2+3	£8.70	£7.30	£36.40	Bus and all Metrolink zones (1+2+3+4)	£9.50	£7.80	£41.00
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2	Can TfGM outline the actions being taken to improve road safety and deliver on Vision Zero?	Cllr Rahimov	Cllr Quinn																																
<p>Vision Zero is Greater Manchester's ambition to eliminate road death and life-changing injury by 2040, with a target to achieve a 50 per cent reduction by 2030. In December 2024, Greater Manchester leaders from all 10 local <a href="#">authorities approved the Vision Zero Strategy and Action Plan.</a></p> <p>In the last 10 years nearly 10,000 people who live in, work in or visit Greater Manchester have been killed or seriously injured on our roads. In 2022, 64 people lost their lives on our roads and a further 787 people were seriously injured.</p> <p>The most recent figures released by the Department for Transport show that the number of casualties in Greater Manchester fell by 6.2% to 799 in 2023, including 45 deaths – a 29.7% decrease on the previous year.</p> <p>Greater Manchester's newly adopted Vision Zero Action Plan includes a set of measures to reduce this further. These include.</p>																																			

- A new Greater Manchester speed management policy by 2025 which will equip local authorities with the tools to review or change (subject to consultation) speed limits, to ensure they are at an appropriate level for specific areas, reflecting the mix of road users risk and purpose of the road which may evolve over time.
- Increasing targeted roads policing, such as speed enforcement and vehicle stops, where there is a high risk of incidents or is a known hotspot.
- Upgrading safety cameras (spot speed and average speed) across the region to ensure unsafe speeds are tackled effectively, supported by police enforcement.
- Lobbying for local highway authorities to be given extra powers to tackle illegal and inconsiderate parking at high-risk locations, such as outside schools, while providing support for these measures such as appropriate road marking and signage.
- Delivering campaigns targeting antisocial road user behaviour, while also educating road users on the biggest cause of injury collisions (the Fatal Four\*) and how they can keep themselves and others safe on the roads.
- Removing dangerous vehicles from the road and continuing to target individuals who are not driving their vehicles legally, including off road bikes and illegally modified e-bikes, e-scooters and e-motorbikes.
- Ensuring people involved in road traffic collisions get the best possible care in the short and long term, while also continuing to invest in specialised incident training and undertaking thorough investigations when collisions do occur to prevent similar collisions in future.

The Greater Manchester Safer Roads Partnership is already delivering interventions to achieve Vision Zero, including:

- Using a state-of-the-art camera trial in GM more than 3,200 people have been caught using mobile phones while driving or not wearing seat belts between 3 September and 24 October.
- Members of the public have been [encouraged to continue to submit footage](#) to help catch dangerous road users via [Operation Snap](#).
- [A new £1 million Vision Zero Innovation Fund was launched](#) to support progress towards Greater Manchester's Vision Zero ambition has been announced. The funding will be available to Greater Manchester Safer Roads Partners. Information on the application process has been shared with LA road safety colleagues.

3.	How effective was the GMP Xmas Drink and Drive campaign in Bury?	Councillor Dene Vernon	Cllr Gold
<p>GMP have undertaken targeted activity over the Christmas and New Year period, involving Response and Neighbourhood policing teams with additional links to specialist operation colleagues and Specials, through Operation North Star.</p> <p>Between 2nd December 2024 and 2nd January 2025, 34 preliminary roadside breath/drug tests were conducted in the district, from which there were 12 arrests for drink/drug drive offences, of which 6 individuals have been charged, 2 bailed and 4 released pending further report."</p> <p>Bury's rate of tests is equivalent to Bolton, Oldham, Rochdale, Tameside, Trafford.</p> <p>GMP to review any hotspot areas for future targeting of activity on further road safety messaging and activity including through GM's Vision Zero approach to road safety.</p>			
4.	What is the most up to date valuation of the GMPF?	Councillor Brown	Leader

Our accounts, which are publicly available, as at the 31 March 2024 was £31.3 billion - [GMPF-Annual-Report-2024.pdf](#)

We usually refer to it as £32 billion at the moment, however as you know depending on the markets it can go up or down and taking into account we pay out nearly a billion pounds each year in pension benefits.

By way of information , if the Fund had generated the return of the average LGPS fund, the value would be £27.6 billion, a gap of £4.4 billion.

Investment performance is very strong at nearly 8% per annum over the last 10 year and 30-year periods, comfortably ahead of actuarial targets.

I am happy to share with Members outside the meeting the jaws graph – the bigger the blue the greater the added performance.

