

Council Meeting – 1 July 2015

Joint Authority Questions:-

1. Councillor Pickstone

Could the Council's spokesperson on Transport for Greater Manchester outline what underspend, if any, in Greater Manchester Cycling Grants are at risk of being taken back by Government

A. **Greater Manchester has been successful in recent years with gaining funding towards cycling infrastructure from the Local Sustainable Transport Fund (LSTF) and two phases of the Cycle City Ambition Grant (CCAG).**

Within the LSTF programme, 4 districts have reported to TfGM that they have delivered all schemes. TfGM is working closely with districts which are yet to complete schemes. Districts have provided completion dates over the summer and progress continues to be made.

Currently all CCAG funding is fully allocated, and if any funding is identified as an underspend, it will be reallocated within the programme to ensure Greater Manchester has a reputation for delivering schemes to budget and within the timescales.

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

2. Councillor Pickstone

Could the Council's spokesperson on Greater Manchester Fire Authority give details of any discussions with North West Ambulance Service NHS Trust about the relocation of ambulances to Whitefield Fire Station, and if there will be any expected loss of coverage from such a move?

A. **There are ongoing discussions between GMFRS and NWSA regarding the locating of one or more ambulances at Whitefield Fire Station. This is following a request from NWSA.**

This potential move will have no impact whatsoever on service delivery from a GMFRS perspective

(To be answered by Councillor Matthews – Greater Manchester Fire and Rescue Authority representative)

3. Councillor D'Albert

Could the Council's spokesperson on Transport for Greater Manchester give members details of the estimated amount of revenue lost through fare avoidance on Metrolink (and the Bury line specifically if figures exist) and what measures TfGM and Metrolink are undertaking to address the issue.

A Exact details around the revenue lost due to fare avoidance are commercially sensitive, and therefore not released in to the public domain. Fare avoidance is taken very seriously by TfGM and Metrolink. In collaboration, everything possible is done with the resources available to target specific areas based on intelligence and analysis.

There are three elements to the measures taken towards reducing fare avoidance on Metrolink; detection, recovery and persuasion.

Detection

A short term revenue protection strategy is developed by the Operator based on known fare evasion hot spots by location and by time of day, analysis of ticket sales to establish journey patterns, analysis of Standard Fare data and other operational statistics, incident data relating to anti-social behaviour, feedback from customers and intelligence from Customer Service Representatives (CSRs) on the ground. Teams of CSRs patrol the network, along with Constables, Police Community Support Officers and security personnel during operational hours to ensure all passengers are in possession of a valid ticket or pass.

Anyone found without a valid ticket or pass is issued with a £100 Standard Fare; £50 for payments made within 14 days, £100 thereafter. If no payment has been made after 28 days the Operator will commence Court Proceedings at Bury Magistrates Court. This demonstrates a strong stance on dealing with those who fare evade and the serious and costly consequence is designed to be a deterrent.

Recovery

The recovery element of the strategy provides an efficient means of recovering unpaid Standard Fares from fare evaders and also sends out a clear signal to fare evaders that their unpaid Standard Fares will be pursued. During the process of recovery two letters are issued; one after 14 days without receiving payment, the second after 28 days. The second letter includes advice that a £20 administration

charge has been added. The case is then presented on the Court prosecution list and within weeks a Court date is awarded.

Persuasion

A sequence of hard hitting communications campaigns have been developed and installed on Metrolink stops and trams. Information is also contained within the website so passengers are aware of the process and consequences of fare evasion. A number of articles have been publicised on local media including information on the strategy to reduce fare evasion, the launch of the TravelSafe Unit and results from both Youth and Prolific Offenders Courts.

The Travelsafe Partnership also provides a robust Youth Education Programme (YEP) across the county. Uniformed officers have delivered a strong message into schools focused on reducing fare evasion, and crime and anti-social behaviour on Greater Manchester's transport network.

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