

## **Environmental Services Scrutiny Committee**

**9<sup>th</sup> February 2011**

### **Note on City Regional Governance and Progression of Transport Schemes**

**Transport Infrastructure Fund** – The Transport Infrastructure Fund (TIF) was established in 2001/02 as part of an agreed funding package between GMPTA and the Government to complement the construction of Metrolink Phase 3. It amounted to £70million over ten years, half funded by Government, the other half by GMPTA, and was made available for capital schemes. The use of the fund in Greater Manchester was to bring about public transport related improvements particularly in Bolton and Wigan where no extension of Metrolink was planned. The package resulted in an allocation of £3.5million per year to both Bolton and Wigan to delivery a package of measures agreed by Elected Members through the Highways Capital Programme.

The Council has received its last allocation of funding in the current financial year (2010/11), however there has been under spend on the TIF programme which has result in a carryover in the region of £5.5million into 2011/12, subject to confirmation of final spend in 2010/11. The Council are currently seeking written approval from the Integrated Transport Authority and Passenger Transport Executive to approve this carryover of spend.

**Metrolink** – GMPTE reported progress on Metrolink to the 14<sup>th</sup> January 2011 Integrated Transport Authority Capital Projects Committee. Metrolink Phase 3A which includes the Oldham to Rochdale Line, East Manchester Line and the South Manchester Line are all under construction. Metrolink Phase 3B which includes Droylsden to Ashton and Chorlton to East Didsbury, detailed design work is now nearing completion with works starting on site in 2011. In addition, Manchester Airport Line Extension and Oldham and Rochdale town centre extensions are currently being design with some onsite clearance work started. As part of the Phase 3B, the Second City Crossing route is continuing to be designed with a Public Consultation and Traffic Works Act Order Application being prepared for submission in 2011.

**Combined Authority** – The final scheme for a Greater Manchester Combined Authority and Joint Committee is published on the Association of Greater Manchester Authorities website. The Combined Authority will come into existence on 1 April 2011 and would become the “responsible authority” for the purposes of the multi-area agreement (MAA) pursuant of Part 7, LDEDC Act. All the functions of the GMITA shall be transferred to the Combined Authority. All the functions conferred or imposed on the ITA by any enactment relating to the functions of Greater Manchester Passenger Transport Executive (GMPTE) shall be exercisable by the Combined Authority. The Combined Authority shall exercise any function of the Secretary of State delegated to the Combine Authority. The following transport functions of the constituent councils shall be delegated to and exercisable by the Combine Authority: -

- Section 2, Road Traffic Reduction Act 1997 – duty of local authorities to prepare reports containing assessments of levels of road traffic in their area and forecast growth in those levels

- Part V, Road Traffic Regulation Act 1984 – functions of local traffic authorities in relation to traffic signals

The Combined Authority shall consist of ten members who are elected members of the constituent councils. It is envisaged that this will be the Leader of each Council. In addition, each constituent Council shall appoint another of its elected members to act as a deputy in the absence of the member appointed. All members of the Combined Authority shall have one vote, the chair will not have a second or casting vote. A list of specific matters have been identified, such as the setting of the transport levy that will require the support of at least 7 members for approval.

**Transport for Greater Manchester Committee** – will be supported by an operating agreement entered into by all eleven authorities and will be a joint committee of the Combined Authority. Similar to the existing Integrated Transport Authority, each constituent authority will appoint elected members to sit on the committee who will each have a vote. Bolton Council will appoint 3 elected members to the joint committee at the February Bolton Full Council Committee, following the principles of political balance set out in the Local Government and Housing Act 1989. The number of members to be appointed by constituent councils are set out below: -

Bolton	-	3	Salford	-	3
Bury	-	2	Stockport	-	4
Manchester	-	5	Tameside	-	3
Oldham	-	3	Trafford	-	3
Rochdale	-	3	Wigan	-	4

The Combined Authority will arrange for the discharge by the Joint Committee of those transport functions inherited from the GMITA. In the case of most of those functions; the Joint Committee will have delegated authority to act on behalf of the CA; in respect of the more strategic functions or where legally the CA is unable to delegate, the Joint Committee would make recommendations to the CA. The same principles will apply to those transport functions delegated to the CA by the Secretary of State (provided that the conditions of the delegation so allow), and to those transport functions delegated to the CA by the constituent councils.

The Committee will elect its own Chair and Vice-Chair and will be able to establish such sub-committees as it thinks necessary for the discharging of its functions. It is likely that the existing ITA sub-committees will be convened under the new arrangements, although this will be for the joint committee to decide. Votes on the sub-committees will be decided on the same basis as with the current ITA.

**Scrutiny Arrangements** – The constituent councils and the combined authority will establish a joint overview and scrutiny committee (JOSC) to exercise scrutiny functions of the combined authority, the Transport for Greater Manchester Committee and Transport for Greater Manchester Executive.