

**MINUTES OF THE PROCEEDINGS OF THE MEETING OF THE
TRANSPORT FOR GREATER MANCHESTER COMMITTEE, HELD ON 13
MARCH 2015**

PRESENT

Councillor David Chadwick	Bolton
Councillor Guy Harkin	Bolton
Councillor Stuart Haslam	Bolton
Councillor Noel Bayley	Bury
Councillor Joan Grimshaw	Bury
Councillor Andrew Fender	Manchester (in the Chair)
Councillor Chris Paul	Manchester
Councillor Tracey Rawlins	Manchester
Councillor Adrian Alexander	Oldham
Councillor Norman Briggs	Oldham
Councillor Howard Sykes	Oldham
Councillor Shakil Ahmed	Rochdale
Councillor Philip Burke	Rochdale
Councillors Ian Duckworth	Rochdale
Councillor Roger Jones	Salford
Councillor Robin Garrido	Salford
Councillor Martin Candler	Stockport
Councillor Kevin Dowling	Stockport
Councillor Dean Fitzpatrick	Stockport
Councillor William Wragg	Stockport
Councillor Warren Bray	Tameside
Councillor Doreen Dickinson	Tameside
Councillor Peter Robinson	Tameside
Councillor Michael Cordingley	Trafford
Councillor June Reilly	Trafford
Councillor Mark Aldred	Wigan
Councillor Lynne Holland	Wigan
Councillor Eunice Smethurst	Wigan

OFFICERS IN ATTENDANCE

Jon Lamonte	Chief Executive, TfGM
Rodney Lund	Monitoring Officer, GMCA
Bob Morris	Chief Operating Officer, TfGM
Peter Cushing	Metrolink Director, TfGM
Dave Newton	Transport Strategy Director, TfGM

Hough Chaplain	TfGM
Chris Loader	TfGM
Howard Hartley	Head of Bus, TfGM
Daniel McMullan	Head of Communications, TfGM
Julie Connor	Head of GMIST
Paul Harris	GMIST

TfGMC14/71 APOLOGIES FOR ABSENCE

Apologies for absence were received and noted from Councillors Bradbury (Wigan), Chilton (Trafford), Hassan (Manchester), Teubler (Manchester), Warner (Salford) and McMahon (GMCA).

The Chair informed Members that Councillor Barry Warner had been unwell recently and undertook to write to him to offer the Committee's best regards for a quick and full recovery.

TFGMC14/72 CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS

There were no items of urgent business reported.

TfGMC14/73 DECLARATIONS OF INTEREST

Councillor Philip Burke declared a personal and prejudicial interest in items 5B, Minutes of the Metrolink and Rail Networks Sub Committee and Item 7 Carriage of Non-assistance Dogs on Metrolink: Feedback from Consultation.

TfGMC14/74 MINUTES

The Minutes of the previous TfGMC meeting were submitted.

Resolved/-

To approve the Minutes of the meeting of the Committee held on 16 January 2015, as a correct record.

TfGMC14/75 MINUTES FROM SUB COMMITTEES

a. Capital Projects and Policy Sub Committee 6 February 2015

The Minutes of the Capital Projects and Policy Sub Committee meeting, held on 6 February 2015 were submitted.

Resolved/-

To receive the Minutes of the Capital Projects and Policy Sub Committee held on 6 February 2015.

b. Metrolink and Rail Networks Sub Committee 13 February 2015

Note: Councillor Burke declared an interest in this item.

The Minutes of the Metrolink and Rail Networks Sub Committee, held on 13 February 2015 were submitted.

Resolved/-

To receive the Minutes of the Metrolink and Rail Networks Sub Committee held on 13 February 2015.

c. Bus Network and TfGM Services Sub Committee 6 March 2015

The Minutes of the Bus Network and TfGM Services Sub Committee, held on 6 March 2015 were submitted.

A Member commented that First Bus had increased fares on its bus services and expressed disappointment that the new fare tariff had been introduced at a time when he understood that bus services were being reduced.

Resolved/-

To receive the Minutes of the Bus Network and TfGM Services Sub Committee held on 6 March 2015.

d. Capital Projects and Policy Sub Committee 6 March 2015

The Minutes of the meeting of the Capital Projects and Policy Sub Committee held on 6 March 2015 were submitted.

A Member noted the work taking place in respect of the local cycle survey and cycle safety.

Resolved/-

1. To receive the Minutes of the Capital Projects and Policy Sub Committee held on 6 March 2015.
2. To agree to amend the Minutes to include Councillor Robin Garrido (Salford) in the list of those Members present.

TfGMC14/76 FORWARD LOOK

Members received a report which presented them with a Forward Look of key work streams requiring decisions from the Transport for Greater Manchester Committee over the next four months. The report also set out those significant elements of the Committee's work programme, where further updates on progress and activity were anticipated over a longer time period.

Resolved/-

To note the Forward Look.

Section 2: Item for further consideration by GMCA

There are no items for further consideration by GMCA.

Section 3 - Item for Resolution by TfGMC

TfGMC14/77 THE CARRIAGE OF NON-ASSISTANCE DOGS ON METROLINK: FEEDBACK FROM CONSULTATION

Note: Councillor Burke declared an interest in this item.

A report was presented which provided Members with an update on the feedback received from the public consultation on the question of whether to allow non-assistance dogs to travel on the Metrolink network. Consideration was also given to the proposed next steps.

A Member suggested that a decision on whether a trial was to take place should be considered at the next meeting of this Committee and for this reason, suggested that recommendation (IV) to the report be amended to reflect this.

Resolved/-

1. To note the contents of the report
2. To acknowledge and thank passengers and the diverse set of stakeholders for their input in to the consultation
3. To agree that at the earliest opportunity, the wording within the Metrolink Byelaws be amended to reference Assistance Dogs.
4. To agree that officers use the findings from the consultation to inform a hazard identification and risk assessment process based on that used by the Croydon Tramlink and the Tyne and Wear Metro networks and that the findings of this study be reported to the meeting of TfGMC in June 2015, so that Members may consider whether a trial to permit non-assistance dogs on the Greater Manchester Metrolink network was to be undertaken.

Section 4 - Items for Information

TfGMC14/78 TRAVEL CHOICES AND ACTIVE TRAVEL UPDATE

Members received a report which provided an update on the progress made to date on Travel Choices and Active Travel initiatives, which are currently funded through two Departments for Transport grant awards, namely the Local Sustainable Transport Fund (LSTF) and the Cycle City Ambition Grant (CCAG) which includes capital only schemes. Members also noted that a bid had been submitted for additional Walking Cities funding.

It was noted that the Train Operating Companies had secured funding for the provision of cycle parking facilities at Piccadilly Station and on south circular routes.

In response to an enquiry from a Member regarding the cycle hub at Bolton station, officers undertook to clarify when this facility will be open with the Member concerned.

In welcoming the report, Members offered thanks to district councils for their support in the development of these cycling and active travel initiatives had been submitted.

Resolved/-

1. To note progress made in respect of the work undertaken across the Travel Choices and Active Travel programme, as set out in the report.
2. To note the continuing work to deliver new cycle infrastructure, including progress being undertaken as part of the LSTF Sustainable Access and Cycle City Ambition Grant Programmes, and cycle proofing, as set out in the report.
3. To note that the Greater Manchester Cycle City Ambition Grant Programme 2015/16 to 2017/18 was awarded £22.1 million of DfT funding on 2 March 2015.
4. To note that an additional 11 cycling schemes were submitted to the DfT's pipeline projects portfolio in the event of further funding being made available.
5. To note the bid for additional Walking Cities funding for 2015/16.

TfGMC14/79 RAIL REFRANCHISING/ RAIL NORTH UPDATE

A report was presented which gave an update on the re-franchising of the Northern and TransPennine Express franchises and the content of the Invitations to Tender (ITT) that was published on Friday 27 February 2015. A presentation was also provided.

It was noted that the Northern and TransPennine 2016 franchise specifications included the following key points:-

- a. There will be better quality trains. This will include at least 120 new-build carriages for use on non-electrified routes and the modernisation of all remaining Northern trains.
- b. The Pacer units currently in use on the Northern network will be completely phased out by 2020.
- c. Trains will be longer with more seats, particularly on the most crowded routes into the North's largest cities.
- d. There will be earlier first and later last trains; more train services will run in the week and on Saturdays; and there will be more services to more places on Sundays.

- e. Services to Manchester Airport will be enhanced in 2019, when through services from Bradford, Halifax and Rochdale will be introduced.
- f. Services between Manchester and Atherton, Barrow, Blackburn, Hazel Grove, Macclesfield and Northwich will all be improved during the franchise.
- g. A new 'Northern regional' service for the Northern franchise will be included – reflecting the needs of passengers travelling longer distances.
- h. Free Wi-Fi will be introduced on all trains by 2020, at the latest.
- i. Northern stations will be improved, with at least £30 million of investment across the franchise.
- j. Greater Manchester's aspirations to manage Greater Manchester's railway stations are also recognised.
- k. There will be improved customer service and challenging targets for customer satisfaction.
- l. There will be increased support and funding for Community Rail.
- m. The new train operators will need to cooperate with local smart ticketing schemes, simplify fares, and improve the door-to-door journey experience for passengers.
- n. Long term investment in the franchises is also encouraged.
- o. There will be a gradual introduction of Driver Controlled Operation on parts of the Northern franchise, with the driver being responsible for all safety aspects of the train, including operating the train doors. This will free up the second member of staff on board to focus on customer service – including by helping those with mobility impairments or other disabilities – selling and checking tickets and providing a sense of security.

Following an enquiry from a Member, officers confirmed that Sir Richard Leese is Greater Manchester's representative on the Rail North Board and that he was Chair of the Board. It was noted that governance matters, including Board representation, were to be considered at an upcoming meeting of the Rail North Limited Board.

In response to an enquiry from a Member, officers noted that infrastructure investment for station improvements was provided by Network Rail in five year control periods. The potential to include station improvements as part of the ongoing Northern Hub and electrification works was being explored.

A Member suggested that significant investment in the railway network, particularly in relation improvements to rail stations, was highlighted. In response it was noted that all franchise bidders would be required to comply with statutory accessibility legislation. In addition, the aspiration of Greater Manchester to manage railway stations within its boundary was reiterated and the potential benefits this would provide for potential station improvements were noted.

A Member commented on the level of rail subsidy provided to the Train Operating Companies (TOCs) by Government and suggested that a reduction

to this subsidy would have a negative impact to Greater Manchester rail services. In response, officers confirmed that their understanding was that the subsidy to TOCs would not be reduced and explained that the commitments of the refranchising specification had been supported by the Department for Transport and the tendering process for the refranchises was to be undertaken as part of a European Union legal process and for this reason would not be affected UK Government policy changes.

A Member requested that rolling stock should also provide adequate facilities to carry cycles. In response, officers noted that all bidders will be required to take the requirements of cyclists in to account.

Following an enquiry by a Member, officers noted that Manchester to Preston Line services will revert to operate via Bolton and therefore no longer call at Wigan station. In light of this, the potential for the Cumbria – Manchester Airport service to call at Wigan, in order to maintain the same level of rail services, was being explored by officers.

In response to an enquiry from a Member, officers clarified the process for Rail North to identify a preferred bidder and how this recommendation would be signed off by the Minister for Transport.

A Member highlighted the overcrowding of trains at Bolton and that the reduction of one train to Manchester Airport from Bolton would not address this problem. In response, officers noted that the new franchise would provide greater network capacity with the use longer trains on most routes.

In welcoming the phasing out of the Northern Rail Pacer units in Greater Manchester, a Member sought clarification as to whether the replacement trains will be new units. In response, officers explained that the replacement units would be a mixture of new trains and refurbished trains.

Resolved/-

1. To note the update on Rail Refranchising and Rail North and
2. To receive the informative presentation on the refranchising process with thanks.

TfGMC14/80 CHAIR'S ANNOUNCEMENTS

The Chair noted that this was to be the final meeting of the Committee before the Annual Meeting in June and offered best wishes to those Members standing for election at the upcoming local elections.