

DECISIONS AGREED AT THE ORDINARY MEETING OF THE TRANSPORT FOR  
GREATER MANCHESTER COMMITTEE, HELD ON 16 JUNE 2017 AT MANCHESTER  
TOWN HALL

PRESENT

Councillor David Chadwick	
Councillor Guy Harkin	Bolton
Councillor Stuart Haslam	Bolton
Councillor Noel Bayley	Bolton
Councillor Rhyse Cathcart	
Councillor Azra Ali	Bury Bury
Councillor Andrew Fender (Chair)	
Councillor Naeem Hassan	Manchester
Councillor Dzidra Noor	Manchester
Councillor Chris Paul	Manchester
Councillor Mohon Ali	Manchester
Councillor Chris Goodwin	
Councillor Howard Sykes	Oldham
Councillor Phil Burke	Oldham
Councillor Shah Wazir	Oldham
Councillor Roger Jones	Rochdale
Councillor Barry Warner	Rochdale
Councillor Christine Corris	Salford
Councillor Annette Finnie	Salford
Councillor Tom Grundy	
	Stockport
	Stockport
	Stockport
Councillor Warren Bray	Tameside
Councillor Doreen Dickinson	Tameside
Councillor Rob Chilton	
Councillor Michael Cordingley	Trafford Trafford
Councillor June Reilly	Trafford

Councillor Mark Aldred	Wigan
Councillor James Grundy	Wigan
Councillor Lynne Holland	Wigan
Councillor Eunice Smethurst	Wigan

Officers in attendance:-

Jon Lamonte	Chief Executive, TfGM
Bob Morris	Chief Operations Officer, TfGM
Steve Warrener	Finance and Corporate Services Director, TfGM
Simon Warburton	Transport Strategy Director, TfGM
Daniel Vaughan	Head of Metrolink, TfGM
Amanda White	Head of Rail, TfGM
Owain Roberts	Rail Team, TfGM
Rod Fawcett	Policy Manager, TfGM
Richard Banks	TfGM
Paul Harris	GMCA

TfGMC17/12            APOLOGIES FOR ABSENCE

Apologies for absence were received and noted from Councillors Garrido (Salford), Robinson (Tameside), Sullivan (Rochdale) and Taylor (Stockport).

The Chair informed Members of Cllr Robinson's recent illness. The Clerk undertook to write to him and convey the best wishes of the Committee for a speedy and full recovery.

TfGMC17/13            DECLARATIONS OF INTEREST

There were no declarations of interest made by any Member, in respect of any item on the agenda.

TfGMC17/14            MINUTES

The minutes of the Committee meeting held on 17 March 2017 were submitted.

A Member referred to a recent announcement regarding 16 -18 year old Junior Day Ticket and enquired as to what impact this may have for the TfGM revenue budget. In response, officers noted that this initiative was a Greater Manchester Ticketing Limited product and for this reason would not impact up on the TfGM budget.

Resolved/-

To approve the minutes of the TfGMC meeting, held on 17 March 2017 as a correct recoded.

#### TfGMC17/15            MINUTES FROM SUB COMMITTEES

a)        Metrolink and Rail Networks Sub Committee

The minutes of the Metrolink and Rail Networks Sub Committee, held on 7 April 2017 were submitted.

Resolved/-

To note the minutes of the Metrolink and Rail Networks Sub Committee, held on 7 April 2017.

b)        Capital Projects and Policy Sub Committee

The minutes of the Capital Projects and Policy Sub Committee, held on 21 April 2017 were submitted.

Resolved/-

To note the minutes of the Capital Projects and Policy Sub Committee, held on 21 April 2017.

c)        Bus Network and TfGM Services Sub Committee

The minutes of the Bus Network and TfGM Services Sub Committee, held on 28 April 2017 were submitted.

Resolved/-

To note the minutes of the Bus Network and TfGM Services Sub Committee, held on 28 April 2017.

#### TfGMC17/16            REGISTER OF KEY DECISIONS

Members considered the Register of Key Decisions which set out details of Key decisions the Committee would need to make over the upcoming month.

Resolved/-

To note the Register of Key Decisions for June 2017.

## Section 2

Item for Further Approval by GMCA

### TfGMC17/17          2017-18 POLICY PRIORITIES

A report was presented which highlighted the policy priorities that the Committee will recommend to the Greater Manchester Combined Authority to adopt for the forthcoming year.

It was noted that the Policy Priorities would concentrate on the following activities for 2017-18.

- Transport Strategy 2040
- Bus reform
- Air quality
- Active Travel (cycling and walking)
- Rail Station transfer
- Capital Programme

A Member highlighted that Bredbury was one of many railway stations in Greater Manchester which are inaccessible for passengers with disabilities and enquired as to when such stations would be compliant to allow passengers with disabilities to use the rail network. In response, the Chair highlighted that the Committee had campaigned for many years to seek Government funding for station improvements. In addition, it was noted that proposals for Railway Station Devolution had been submitted to Government for consideration and that the GM Mayor had written to the Secretary of State to accelerate the decision process.

A Member highlighted the good work undertaken by Friends of Station groups and explained that some support from the operator had been patchy at Altrincham station.

A Member fed back the positive comments which he had received from the National Institute for the Blind which praised the layout and accessibility of Metrolink stops for passengers with visual impairments, and suggested that similar designs and proposals be introduced at railway stations.

Resolved/-

- 1) That the Transport Policy Priorities for 2017-17, as set out in section 3 to the report, be noted.
- 2) That it be agreed that the Transport Policy Priorities 2017-18, be submitted for approval to GMCA on 30 June 2017.

### Section 3

Items for resolution by TfGMC

There were no items for resolution by TfGMC.

### Section 4

Items for information

#### TfGMC17/18          PROGRESS ON GM FREIGHT STRATEGY

A report was presented which provided Members with an update on the actions contained within the Greater Manchester Freight and Logistics Strategy.

In response to a comment from a Member, officers confirmed that modal shift, including the use of canals, was included as part of the Strategy.

A Member welcomed the growing use of ultra-low emission vehicles and noted that Clean Air Day took place on 15 June 2017.

Resolved/-

That the progress made on the Greater Manchester Freight and Logistics Strategy be noted.

#### TfGMC17/19          BUS SERVICES ACT 2017

A report was presented was provided Members with an update on the Bus Services Act 2017, its provisions and the associated next steps for Greater Manchester.

With regard to franchising, and in response to an enquiry from a Member, officers noted that the appointment of an independent auditor as referred to in the report, would be undertaken as part of TfGM's procurement processes.

Resolved/-

- 1) That the report on the Bus Services Act 2017, be noted.
- 2) To note that a report was to be submitted to the Greater Manchester Combined Authority on 30 June 2017, seeking agreement to prepare an assessment of a proposed franchising scheme and approval for a Notice stating that the Combined Authority intend to prepare an assessment of a proposed franchising scheme in accordance with Section 123B and Section 123c (4) of the Bus Services Act 2017.
- 3) That it be noted that following approval by Greater Manchester Combined Authority, TfGM Officers will work to prepare the assessment outlined within the report.
- 4) That the Committee welcome the proposal to produce an assessment of a proposed franchising scheme at the earliest possible opportunity and request the GMCA to endorse this approach.

#### TfGMC17/20 AIR QUALITY UPDATE

A report was presented which provided Members with an update on the air quality work programme and the implications of the draft revised Department for Environment, Food and Rural Affairs (DEFRA) national plan to tackle nitrogen dioxide emissions.

It was noted that the timescales for action were very tight and that TfGM was to coordinate responses on behalf of GM districts.

Resolved/-

That the update on Air Quality be noted.

#### TfGMC17/21 MAY 2018 RAIL TIMETABLE CONSULTATION UPDATE

Members received a presentation which provided them with an update in relation to the May 2018 rail timetable and gave an overview of the 2017 timetable commitments that had been met, those gains for Greater Manchester and particular matters for concern on the key rail route networks which serve Greater Manchester.

The Chair invited comments from Members on a service route basis. The following comments were made:-

- a) Calder Valley – Manchester – Rochdale to Blackburn or Bradford/Leeds

In response to an enquiry from a Member, officers noted that it was proposed that mostly Class 158 will operate on the Rochdale line, initially on longer distance services to Bradford-Leeds. Some 150 units would operate on stopping services to Rochdale and Blackburn via Todmorden. Members noted that Brand new Class 195 units to be used on Leeds-Bradford services when these arrive in late 2018/early 2019.

It was noted that Calder Valley services to Southport would operate via the Atherton line.

A Member highlighted the importance of Mills Hill station. An access improvement design had been developed and is due to be implemented.

b) North Transpennine – Manchester – Huddersfield-Leeds-Yorkshire/North East

A Member raised a concern that already overcrowded Stalybridge and Ashton services were each to lose a peak time service. In response, officers noted that important discussions were taking place with TransPennine Express (TPE) and Northern in this regard.

Following an enquiry from a Member regarding skip-stopping services, officers confirmed that this was a consequence of a Department for Transport directive which specified for 6 trains an hour between Manchester and Leeds but that TfGM had underlined with them the need for Greenfield and Mossley to have 2/3 trains per hour. A long term solution was being explored as part of the forthcoming Transpennine Route Upgrade.

c) Buxton Line

Northern Rail noted that Woodsmoor and Davenport services will remain as currently provided.

A Member highlighted that this corridor suffered with overcrowding during the morning and evening peaks. Officers noted that it was proposed for four car electric units to operate on services which terminate at Hazel Grove with further diesel strengthening a priority for Buxton and New Mills Newtown services under the new timetable.

A Member commented that the loss of direct Hazel Grove-Stockport-Salford-BoltonPreston services would impact on connectivity to Blackpool. In response officers noted that there would continue to be 2 trains per hour serving the key Stockport-Bolton flow as part of an Alderley Edge-Wigan North Western and Macclesfield-Blackpool North service.

d) Crewe Line via Stockport and Manchester Airport

A Member commented that the platform at Manchester Airport could not be utilised by other services due to the long layover of the outbound Manchester-Crewe service and enquired if Northern Rail paid for this provision. In response, Northern Rail undertook to look in to this matter and respond.

e) Mid Cheshire Line – Manchester- Altrincham – Northwich - Chester

A Member highlighted that given the potential high footfall, the reintroduction of rail services to call at Wythenshawe, Baguley and Nethernden should be explored. In response, officers noted that this work was being undertaken as part of the Growth Strategy for Manchester Airport and the Airport City Region. A Member noted that although this work was welcome, it did not address the current views and suggested that where two or more trains per hour were passing through Baguley station, then a business

case ought to be developed. In response TfGM Rail are undertaking a review of all proposed new station sites during the next 12 months.

A Member highlighted that connectivity from South Trafford to Wythenshawe and Stockport could be improved.

f) CLC Line – Manchester Warrington Central – Liverpool Lime Street

A Member commented that stopping patterns at stations in Trafford did not cater for the demand of passengers. In response, officers noted that a Northern service will now call at Flixton on Sundays and have requested Northern to investigate calling the new Northern Connect Airport service at Urmston. Northern acknowledge that this will be a longer term objective which will not be delivered until the new station at Warrington West is established. TfGM officers advised Members of the difficulties of pathing the local stopping trains in and around the semi-fast East Midland and TPE (soon to be Northern) services which also operates on this line.

Resolved/-

To receive and note the presentation on the December 2018 Rail Timetable with thanks.

g) Chat Moss Line

A Member commented capacity issues during peak hours on this line.

h) Manchester – Wigan via Atherton and Bolton

A Member enquired as to when the enhanced Sunday services would commence. In response, officer undertook to confirm away from the meeting.

A Member expressed disappointment at the loss of the 09:03 Southport service.

A Member noted that a number of trains on this line often arrive short formed (2 carriages instead of 4).

In response to an enquiry from a Member, officers confirmed that Scottish services would be re-pathed from Wigan to the Bolton corridor once the electrification works had been completed.

Following an enquiry from a Member, officers noted that rolling stock from Preston would be electric services and services from Wigan would include class 319 flex (bi-mode) and diesel units.

Officers undertook to share running time details of the Manchester-Bolton-Preston corridor.



With regard to rolling stock it was noted that new proposals will be made once the new rolling stock was delivered.

It was noted that a direct Bolton-London service will be fed in to the West Coast Partnership and Virgin Trains approached in the interim.

A Member suggested that a comparative layout of the new and existing proposals would be helpful.

Resolved/-

To receive and note the presentation on the May 2018 Rail Timetable consultation update with thanks.

#### TfGMC17/22 EXCLUSION OF PRESS AND PUBLIC

Resolved/-

To agree that, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items of business on the grounds that this involves the likely disclosure of exempt information, as set out in paragraph 1, 2 and 3, Part 1, Schedule12A, Local Government Act 1972 and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Part B

Section 5

Items for resolution by TfGMC

#### TfGMC17/23 PROPERTY TRANSACTIONS

A report was presented which sought the approval of the Committee to process property transactions as identified in the report.

Resolved/-

That the property transactions, be approved as set out in the report.



**TRANSPORT FOR GREATER MANCHESTER COMMITTEE  
REPORT FOR RESOLUTION**

Date: 16 June 2017  
Subject: 2017 – 18 Policy Priorities  
Report of: Chief Executive

---

**PURPOSE OF REPORT**

To highlight the policy priorities the Committee will recommend to the Greater Manchester Combined Authority (GMCA), to adopt for the forthcoming year.

**RECOMMENDATIONS**

Members are asked to:

- (i) note or comment as appropriate on the transport policy priorities as set out in Section Three of the report; and
- (ii) agree that the transport policy priorities, be submitted for approval to the GMCA on 30 June 2016.

**BACKGROUND DOCUMENTS**

None.

**CONTACT OFFICERS**

Amy Harhoff	0161 244 0889	<a href="mailto:Amy.Harhoff@TfGM.com">Amy.Harhoff@TfGM.com</a>
Rod Fawcett	0161 244 1083	<a href="mailto:Rod.Fawcett@TfGM.com">Rod.Fawcett@TfGM.com</a>

## **1. Introduction and Background**

- 1.1 One of the Committee's key functions in relation to developing transport policy is to advise and recommend key transport priorities to the Greater Manchester Combined Authority (GMCA).
- 1.2 Once agreed by the GMCA, TfGMC is also responsible for helping to promote and advance Greater Manchester's transport priorities to Government, to the transport industry and more widely to other key stakeholder audiences.
- 1.3 As in previous years, TfGMC will be involved in a range of activities aimed at advancing Greater Manchester's transport priorities, albeit that this year the role of the Mayor, both as Chair of the GMCA and with regard to decisions that the Mayor may determine in their own right in relation to certain transport matters, will also need to be considered and taken into account by the Committee.

## **2. Greater Manchester policy context and background**

- 2.1 The Greater Manchester Strategy, Stronger Together, agreed by the GMCA and the GM LEP (Local Enterprise Partnership), establishes the strategic priorities for the city region.
- 2.2 The GM Strategy is currently being reviewed and refreshed, to ensure that its goals remain relevant and aligned with the aims of the city region. Whilst the ambition remains the same – namely that by 2040, Greater Manchester will be one of the world's leading city-regions – the structure of the new Strategy will be based around the core themes of Growth and Reform, and People and Place.
- 2.3 The core proposition is that this ambition will be achieved by growing Greater Manchester's economy, encouraging people to benefit from that growth, and by prioritising activity around these themes.
- 2.4 'People' values include:
  - ) A healthy life journey: start well, live well, age well;
  - ) No one held back: no one left behind;
  - ) Excellent public services that help people be more self-reliant;
  - ) Preventing social problems rather than just reacting to those problems; and
  - ) Giving people the skills to succeed and progress.

2.5 'Place' values include:

- ) Highly productive businesses in all parts of Greater Manchester;
- ) World class infrastructure, transport and connections;
- ) Housing that meet the needs and aspirations of existing and future residents;
- ) A leading centre of science and technology; and
- ) Strong cultural, leisure and environmental facilities.

2.6 Plainly, improving transport infrastructure, services and connectivity will be essential to enable Greater Manchester to fulfil its overall economic, social and environmental ambitions.

### 3. Proposed Policy Priorities for 2017-18

3.1 **Transport Strategy 2040** – This Strategy was formally agreed by the GMCA and the LEP earlier this year, following two rounds of extensive district, stakeholder and public consultation. As members will recall, it identifies four key objectives for Greater Manchester:

- ) **Improving quality of life for all:** Regardless of district of residence, all Greater Manchester citizens need access to transport to remain socially active, for employment, and for education and training. To enable economic success to spread to all areas, transport needs to be accessible, affordable and reliable, particularly for residents without access to a private vehicle.
- ) **Developing an innovative city-region:** Developments in technology offer the potential to change how we live and work, improving performance and wellbeing, and reducing costs and resource consumption. How we harness new innovations will shape the city region in the future.
- ) **Protecting our environment:** The impacts of transport, and in particular emissions, need to be minimised across the conurbation, to prevent negative repercussions on resident's health and the wider environment.
- ) **Supporting sustainable economic growth:** Greater Manchester is a growing city region, and this growth will lead to many more trips across the whole transport network. Planning and providing services effectively and proactively will minimise negative impacts in future, and improve current issues, such as congestion.

- 3.2 Alongside the Strategy, a more detailed five year Delivery Plan has been developed. There will be a key role for the Committee in overseeing the implementation of the Strategy and the Delivery Plan, understood in the wider context established by the emerging GM Strategy.

### **Bus reform**

- 3.3 The Bus Services Act comes into effect on 27 June 2017. The Act provides Mayoral Combined Authorities, such as GMCA, with a much more effective suite of powers that will enable the improvement of bus services throughout Greater Manchester. Such legislation is vital, given the importance of bus in providing four fifths of Greater Manchester's public transport journeys.
- 3.4 The Committee report on the Bus Services Act elsewhere on the agenda provides further insight into the provisions of this new legislation, and some potential next steps.
- 3.5 There will be an important role for the Committee, not least in light of members' experience and expertise in relation to the provision and operation of the current bus network, to help inform GMCA and Mayoral decisions with regards to any potential reform of Greater Manchester's bus services, and in relation to ensuring the continuing and stable provision of supported bus services and bus infrastructure.

### **Air Quality**

- 3.6 The issue of poor air quality is rightly drawing increasing public attention across the UK. In Greater Manchester, emissions and air quality related illnesses contribute to over 1,000 deaths per year.
- 3.7 Recognising the need to take effective action on an issue which has long-term impacts for individuals and for our wider society and economy, the GMCA recently approved a GM Low Emission Strategy and Air Quality Action Plan, both of which align with the Transport Strategy 2040. The latter aims to help tackle poor air quality through a multi-faceted approach, including for example:
- ) Encouraging mode shift for more journeys to public transport;
  - ) Increase efficiency by reducing congestion and improving traffic flow; and,
  - ) Improve on-road fleet by encouraging the replacement of older, more polluting vehicles with newer, smaller, cleaner, lower-emission vehicles.
- 3.8 Further to the update report elsewhere on the agenda, it is proposed that the Committee continue to inform and oversee the development of Greater Manchester's approach to improving air quality, whilst also recognising that government has an equally important role both in helping

fund local measures to improve air quality as well as implementing national policies that encourage the move toward cleaner transport modes.

### **Active Travel (cycling and walking)**

- 3.9 The crucial role of cycling and walking in contributing to the delivery of a better connected and less congested Greater Manchester is increasingly recognised. Cycling and walking, which are given the umbrella term Active Travel, appear prominently in the Transport Strategy 2040, which highlights that there is more that can be done to encourage higher rates of travel by those modes, particularly in light of the fact that nearly half of all trips in GM of less than 2km are undertaken by car, either as a driver or as a passenger.
- 3.10 There are also compelling health reasons to encourage and promote more residents to undertake more journeys by Active Travel. Around half of all adults in Greater Manchester do not meet the Chief Medical Officer's recommendation for physical activity. And around a third of adults undertake less than 30 minutes of physical activity per week.
- 3.11 It is proposed that the Committee will wish to continue its efforts to encourage the promotion of Active Travel modes, and oversee the development of appropriate infrastructure, such as the innovative schemes funded through the Cycle City Ambition Grant. Over the next year, this will include a further five cycleways linking people's homes with key employment areas, Cycle and Ride stations, and Cycle Friendly District Centres in five locations around the conurbation.

### **Rail Station transfer**

- 3.12 As members will be aware, one important devolution initiative currently being pursued by TfGM on behalf of GMCA is the proposal for the transfer of rail stations to oversight and management by TfGM.
- 3.13 The proposal, entitled the 'Case for Change – Greater Manchester Rail Station Transfer', was submitted to DfT and HMT in March, and a Ministerial decision with regard to paving the way for GM to proceed is awaited. The 'Case for Change' is built upon three core principles: delivering a better deal for passengers; developing a greater sense of place within local communities; and investing in local economies by facilitating local regeneration.
- 3.14 Local control of our rail stations will allow GM to invest and improve vital transport assets across the city-region, in a planned and integrated manner, over the longer term. The proposal looks to support economic growth and local communities, aid housing, regeneration and development whilst putting passengers at the heart of a world class, integrated transport network.

- 3.15 It is suggested that the Committee will wish to continue to support this initiative, and encourage an incoming government and new DfT Ministerial Team to look favorably on this devolutionary measure.

### **Capital Programme**

- 3.16 The Committee will continue its oversight of the expansion of the Metrolink network, including monitoring progress on the Trafford Park line, to ensure this key project is delivered to the same high standards achieved by the Phase 3 expansion.
- 3.17 The Committee will also continue its scrutiny of the delivery of other infrastructure development schemes that are currently being implemented across the city region, for example, new interchange at Bolton and the ongoing development of transport hubs in key district centres.

## **4. Recommendations**

- 4.1 Please see front page of this report.

**Dr Jon Lamonte**

**Chief Executive, TfGM**