

**MINUTES OF THE PROCEEDINGS OF THE MEETING OF THE TRANSPORT FOR
GREATER MANCHESTER COMMITTEE (TfGMC), HELD ON 15 SEPTEMBER 2017 AT
THE COUNCIL CHAMBER, MANCHESTER TOWN HALL**

PRESENT

Councillor David Chadwick	Bolton
Councillor Guy Harkin	Bolton
Councillor Noel Bayley	Bury
Councillor Rhyse Cathcart	Bury
Councillor Andrew Fender (Chair)	Manchester
Councillor Naeem Hassan	Manchester
Councillor Dzidra Noor	Manchester
Councillor Chris Paul	Manchester
Councillor Mohon Ali	Oldham
Councillor Chris Goodwin	Oldham
Councillor Phil Burke	Rochdale
Councillor Patricia Sullivan	Rochdale
Councillor Shah Wazir	Rochdale
Councillor Robin Garrido	Salford
Councillor Roger Jones	Salford
Councillor Barry Warner	Salford
Councillor Christine Corris	Stockport
Councillor Annette Finnie	Stockport
Councillor Tom Grundy	Stockport
Councillor John Taylor	Stockport
Councillor Warren Bray	Tameside
Councillor Doreen Dickinson	Tameside
Councillor Rob Chilton	Trafford
Councillor Michael Cordingley	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	Operations Director, TfGM
Alison Chew	Interim Head of Bus Services, TfGM
Amanda White	Head of Rail, TfGM
Cat Dowell	Rail Team, TfGM
Jenny Hollamby	Governance & Scrutiny, GMCA

SECTION 1 STANDING ITEMS

TfGMC17/33 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Azra Ali (Manchester), Councillor Stuart Haslam (Bolton), Councillor Peter Robinson (Tameside) and Councillor Howard Sykes (Oldham).

TfGMC17/34 CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS

There was no urgent business introduced by the Chair.

The Chair advised Members that from October 2017, a move would be made towards paperless, and livestreamed meetings. In light of refurbishments at Manchester town hall, meetings would be moved to alternative venues in central Manchester.

It was noted that a Greater Manchester Accessible Transport Ltd (GMATL) board meeting would take place at the rise of the TfGM Committee in the council chamber.

TfGMC17/35 DECLARATIONS OF INTEREST

Councillor Phil Burke declared a personal and prejudicial interest in item 5c) Metrolink and Rail Networks sub Committee minutes dated 8 September 2017 by virtue of his employment with Metrolink. Councillor Burke would withdraw from the meeting at the appropriate juncture.

Councillor James Grundy, declared a personal and prejudicial interest in item 8 Strategic Rail Briefing by virtue of HS2 running through his family farm. Councillor Grundy would remain in the meeting as the HS2 update had no relation to his interest.

TfGMC17/36 MINUTES OF THE LAST MEETING HELD ON 14 JULY 2017

The minutes of the previous meeting dated 14 July 2017, were submitted for consideration.

A Member advised the Committee that in terms of the May 2018 timetable, Northern Rail had shared information with user groups, which was embargoed until November 2017. The Committee was dissatisfied that it was not party to the information. The Head of Rail agreed to investigate the matter and report back to Members.

RESOLVED/-

That the minutes of the previous meeting dated 14 July 2017, be approved as a correct record.

TfGMC17/37 MINUTES FROM SUB COMMITTEES

a. Bus Network and TfGMC Services Sub Committee

The Interim Head of Bus Services was welcomed to the meeting and Members congratulated her on her appointment.

The minutes of the Bus Network and TfGMC Services sub Committee meeting which took place on 25 August 2017 were submitted.

Arising from minute BN/18/21 Forthcoming Changes to the Bus Network, the Chair requested an urgent meeting, to address the performance issues raised at the meeting with First Greater Manchester, the Chair of the Bus Network and TfGMC Services Sub Committee and TfGM Officers.

RESOLVED/-

That the minutes of the Bus Network and TfGMC Services Sub Committee meeting, held on 23 June 2017, be noted.

b. Capital Projects and Policy Sub Committee

The minutes of the Capital Projects and Policy Sub Committee meeting, which took place on 1 September 2017 were submitted.

RESOLVED/-

That the minutes of the Capital Projects and Policy Sub Committee meeting, held on 1 September 2017, be noted.

c. Metrolink and Rail Sub Committee

The minutes of the Metrolink and Rail Sub Committee meeting which took place on 8 September 2017 were tabled at the meeting. The Chair proposed and Members agreed, that this item would be considered prior to the item 9, exclusion of the press and public, to allow Members time to consider the minutes.

Members considered the register of key decisions, which set out details of key transport decisions that the Committee and its sub Committees would make over the upcoming month. Those key transport decisions that would be considered by GMCA were also included for information.

RESOLVED/-

That the Register of Key Decisions for August 2017 be noted.

SECTION 2 ITEMS FOR FURTHER APPROVAL BY GMCA

There were no items for further approval by GMCA reported.

SECTION 3 ITEMS FOR RESOLUTION BY TFGMC

There were no items for resolution by TfGMC.

SECTION 4 ITEMS FOR INFORMATION**TfGMC17/39 CHESHIRE LINES GREENWAY POLICY**

Consideration was given to the report of the Head of Rail that informed Members of the proposed scheme to bring the Cadishead/Partington viaduct and disused track bed into use for transport.

It was explained that TfGM officers had been supporting a Trustee of the Hamilton Davies Trust in his bid to bring regeneration back to the local community. The Trustee was responsible for the renovation of Irlam station, and now alongside Network Rail project and property teams, was exploring the possibility of bringing the Cheshire Lines Railway back into use between Glazebrook East and Skelton junction. Appendix A of the report showed details of the geographical area, including residential areas, potential Greater Manchester Spatial Framework (GMSF) development areas, and existing transport lines, stations etc.

The proposal set out a short term aspiration to introduce a cycleway and footway, reconnecting the communities of Partington and Carrington with Irlam and Cadishead. The longer term aspiration was to introduce a heritage railway along the full length of the corridor running adjacent to the cycleway and footway. The longer term element did not form part of TfGM's proposed position at this time. The proposal involved acquiring the lease for the track bed and viaduct which would enable the necessary medial works to be carried out.

Members welcomed the proposal and recognised its potential to link communities by providing a cycle and footway. It was suggested that neighbouring land holders and housing developers be contacted as it would be in their interest to support the proposal.

The Mayor of GM had appointed Chris Boardman as GM's new cycling and walking commissioner and a Member recommended that he be involved.

RESOLVED/-

That the proposal to establish a Trust with partners including, but not limited to; the Trustee, Salford, Trafford and Wigan Councils be noted.

TfGMC17/40 STRATEGIC RAIL BRIEFING

Having declared a personal and prejudicial interest in this item, Councillor Grundy remained in the meeting as the HS2 update had no direct relation to his interest.

Members considered the report of the Head of Rail that provided an overview of recent developments in rail, which covered:

- Network Rail electrification programme.
- Trans Pennine route upgrade.
- Piccadilly station platforms 15 and 16.
- Northern powerhouse rail.
- HS2.

It was reported that the Department for Trade (DfT) and the Secretary of State for Transport had made a series of announcements recently regarding the future of rail services in the region. The report summarised the announcements and set out TfGM's position, which was to continue to stand by the original investment plan and a preference for full Trans Pennine electrification.

The Head of Rail provided a verbal summary to accompany the report, discussions were noted as follows:

Electrification and Trans Pennine Route Upgrade

- A Member expressed that the Conservative group and Conservative group leaders of authorities were lobbying hard for full electrification.
- A Member queried the use of bi-mode trains. The example of Heaton Chapel was used where overhead wire had been installed for 50 years. Trains travelling by

diesel propulsion under overhead wires was questioned. The Member expressed that the most sensible option would be to extend the overhead wires.

- A Member thanked Network Rail for their work dealing with the landside to get the station up and running when the Moses Gate railway bridge, was badly damaged and collapsed on the railway. Luckily, the area was already closed because of upgrade work at Bolton station.
- A Member asked for reassurance about the Manchester/Bolton electrification upgrade work would be completed this year. The Head of Rail advised that it would be up and running in December 2017.

Piccadilly Station Platforms 15 and 16

- Concerns were raised about having the right capacity for rail services and longer trains. Members were concerned about overcrowding and that increased train capacity did not provide adequate physical capacity. The Head of Rail agreed and advised that this key message was being relayed back to Government.
- A Member enquired about bi-mode trains pulling diesel engines, the costs and impacts. The Member asked what the cost per mile was versus an electric train. The Head of Rail advised that robust answers from Government were required, analysis had to be undertaken and seriously considered. Members would be kept informed moving forward.

Northern Powerhouse Rail (NPR)

- The Chair asked about the timescales involved. It was explained that a response to the commission would be provided in the next few months and a full response by the end of the year. Discussions would take place over the next month. The Chair commended officers for their efforts in this area.
- A Member asked about the building of HS2 and its impacts. It was reported that an integrated, underground HS2/NPR/classic railway station at Piccadilly was the right solution for both Network Rail and the GMCA. It was reported that it would be a three tiered station and would be at the opposite side of the station to platforms 15 and 16.

RESOLVED/-

That the report be noted.

TfGMC17/41 Metrolink and Rail Sub Committee

Councillor Burke withdrew from the meeting at this juncture.

The minutes of the Metrolink and Rail Sub Committee meeting which took place on 8 September 2017 were submitted at the meeting.

It was reported that Councillor Christine Corris had submitted her apologies for the meeting and requested the minutes be amended.

A real area of concern raised at the meeting was antisocial behaviour. It was agreed that an urgent meeting be convened with all parties, including the operator to consider a solution in readiness for the next meeting on 6 October 2017.

RESOLVED/-

That the minutes of the Metrolink and Rail sub Committee meeting, held on 8 September 2017, be noted.

TfGMC17/42 EXCLUSION OF THE PRESS AND PUBLIC

Councillor Burke rejoined the meeting.

RESOLVED/-

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public be excluded from the meeting for the following items of business on the grounds that this involved the likely disclosure of exempt information, as set out in paragraph 1, 2 and 3, Part 1, Schedule 12A, Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

TfGMC17/43 PROPERTY TRANSACTIONS

The Committee considered the report of the Director of Finance and Corporate Services that sought the approval of the proposed property transactions detailed in the report.

RESOLVED/-

That the report be noted.

