

**MINUTES OF THE MEETING OF THE TRANSPORT FOR GREATER MANCHESTER COMMITTEE, HELD ON 11 NOVEMBER 2016 AT MANCHESTER TOWN HALL**

**PRESENT**

Councillor David Chadwick	Bolton
Councillor Guy Harkin	Bolton
Councillor Stuart Haslam	Bolton
Councillor Noel Bayley	Bury
Councillor Azra Ali	Manchester
Councillor Andrew Fender	Manchester (in the Chair)
Councillor Naeem Hassan	Manchester
Councillor Dzidra Noor	Manchester
Councillor Chris Paul	Manchester
Councillor Mohon Ali	Oldham
Councillor Norman Briggs	Oldham
Councillor Howard Sykes	Oldham
Councillor Phil Burke	Rochdale
Councillor Ian Duckworth	Rochdale
Councillor Robin Garrido	Salford
Councillor Roger Jones	Salford
Councillor Geoff Abell	Stockport
Councillor Annette Finnie	Stockport
Councillor Tom Grundy	Stockport
Councillor John Taylor	Stockport
Councillor Warren Bray	Tameside
Councillor Doreen Dickinson	Tameside
Councillor Peter Robinson	Tameside
Councillor Michael Cordingley	Trafford
Councillor David Hopps	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 Operating Officer, TfGM
Steve Warrener	Finance and Corporate Services Director, TfGM
Peter Cushing	Metrolink Director, TfGM
Simon Warburton	Interim Transport Strategy Director, TfGM
Amanda White	Head of Rail, TfGM

Anthony Murden  
Adam Price  
Rodney Lund  
Paul Harris

Projects Team, TfGM  
Projects Team, TfGM  
Monitoring Officer  
GMIST

At the start of the meeting, at 11.00 am, Members and officers observed two minutes silence as part of the Armistice Day commemorations.

#### **TfGMC16/48 APOLOGIES FOR ABSENCE**

Apologies for absence were received and noted from Councillors June Reilly (Trafford), Jamie Walker (Bury), Barry Warner (Salford) and Shah Wazir (Rochdale).

#### **TfGMC16/49 DECLARATIONS OF INTEREST**

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

#### **TfGMC16/50 CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS**

##### **a) Croydon Tramlink**

Members noted with sadness the tragic incident that had recently taken place on the Croydon Tramlink and wished to express their condolences to the family and friends of all those involved.

In light of this incident and as Greater Manchester also operated a tram system, officers provided an update on the operational and monitoring measures in place on the Metrolink network. Members noted that recent audits by the Office of Rail Regulation underlined that Metrolink is a safe network and that officers were committed to make sure that this remains so.

The outcome of the investigation to the Croydon incident was awaited and if any changes in operating practices were identified as an outcome of this investigation, Members would be updated accordingly.

##### **b) Leigh Salford Manchester Guided Busway**

Members were please to note that the Guided Busway scheme had been had been recognised both regionally and nationally by securing four awards, including the prestigious Charter Institute for Logistics and Transport national award for Transport Policy, Planning and Implementation. Members offered their congratulations to Anthony Murden and Adam Price and the rest of their team for this achievement and their fantastic work in making the Guided Busway such a success.

#### **TfGMC16/51 MINUTES**

The minutes of the previous TfGMC meeting, held on 16 September 2016, were submitted.

**Resolved/-**

To approve the minutes of the TfGMC meeting, held on 16 September 2016, as a correct record.

**TfGMC16/52 MINUTES FROM SUB COMMITTEES**

**a) Bus Network and TfGM Services Sub Committee - 7 October 2016**

The minutes of the meeting of the Bus Network and TfGM Services Sub Committee, held on 7 October 2016 were submitted.

**Resolved/-**

To note the minutes of the Bus Network and TfGM Services Sub Committee, held on 7 October 2016.

**b) Capital Projects and Policy Sub Committee – 14 October 2016**

The minutes of the meeting of the Capital Project and Policy Sub Committee, held on 14 October 2016 were submitted.

**Resolved/-**

To note the minutes of the Capital Project and Policy Sub Committee, held on 14 October 2016, subject to the inclusion of Councillor John Taylor (Stockport) in the list of those Members present and noting Councillor Robin Garrido's apologies for absence.

**c) Metrolink and Rail Networks Sub Committee – 21 October 2016**

The minutes of the meeting of the Metrolink and Rail Networks Sub Committee, held on 21 October 2016 were submitted.

**Resolved/-**

To note the minutes of the Metrolink and Rail Networks Sub Committee, held on 21 October 2016.

**TfGMC16/53 FORWARD LOOK**

Members considered a report which set out those key work streams requiring decisions from the Joint Committee over the next four months. Members also noted those significant elements of the Committee's work programme, where further updates on progress and activity are anticipated over a longer period of time.

Following an enquiry from a Member, officers noted that the Greater Manchester Spatial Framework (GMSF) and the 2040 Transport Strategy Vision would inform each strategy. For this reason, information regarding the GMSF and the Transport Delivery Plan would be included in to the Forward Look.

## **Resolved/-**

To note the Forward Look.

## **Section 2**

### **TfGMC Recommendations for Further Approval by GMCA**

There were no items requiring further approval by GMCA.

## **Section 3**

### **Item for Resolution by TfGMC**

#### **TfGMC16/54 METROLINK SECOND CITY CROSSING SERVICE PATTERNS**

A report was presented which informed Members of the proposed service pattern for Metrolink following the opening of the Second City Crossing and highlighted the work undertaken to examine how the network can be optimised within operational constraints.

A Member moved an amendment to the report which sought to defer a decision on the proposed Metrolink service pattern in order to allow further work to be undertaken to analyse the potential demand for direct Metrolink access to Piccadilly Station from the Oldham line and that the paper be resubmitted to endorse a suitable pattern which supports the rebalancing of the Greater Manchester economy. This amendment was seconded. The Member suggested that without direct access to Piccadilly Station, with onward travel to Manchester Airport, passenger journeys from Rochdale and Oldham will not increase, which would result in a reduction in revenues and given the length of journey time, make alternative transport modes more attractive.

A Member added that not to have a direct link to Piccadilly Station would impact on the future growth for Rochdale and Oldham. He suggested that the proposed modelling decision was wrong and that parts of Oldham and Rochdale ought to be prioritised. He also suggested that, as an alternative pattern, trams from Shaw could operate directly to Piccadilly Station and those from Oldham via Victoria station.

In opposing the amendment a Member noted that unlike buses and heavy rail, the operation of Metrolink received no Government subsidy and for this reason had to be self funding. The service pattern model presented was predicated to optimise revenue collections.

A Member noted that he would not support the amendment to the report as it was unknown how any change of the proposed service patterns would impact other districts.

A Member commented that Metrolink was Greater Manchester's single biggest economic driver. In supporting the amendment, he added that there was a historic agreement dating from 1989 which indicated a direct link with Piccadilly Station and Oldham and Rochdale. He suggested that a deferment on the decision on the proposed service pattern would provide an opportunity explore and evidence how

such a direct link to Piccadilly Station would positively impact on the prosperity of Oldham and Rochdale. In response, the Chair explained that the discussions from 1989 were just one part of a process to procure an adequate number of vehicles for the light rail network and noted that no promises regarding service patterns were made.

The Chair highlighted that the service pattern had been developed for a contract bidding process and adjusted for the opening of the Second City Crossing, and although there were a number of operational constraints, including locations to turn trams without affecting existing services, they would not be set in stone.

The amendment was put to the vote and declared lost.

A Member suggested that a modelling exercise on service patterns to Piccadilly Station from Oldham/Rochdale would be helpful.

With regard to the substantive recommendation, the Chair suggested that an additional recommendation for Members to note that patronage will be monitored and that an update report will be brought back to this Committee in 6 months time, as referenced at paragraph 5.3 to the report be included and in doing this, the Committee would also acknowledge the representations made by Rochdale and Oldham Members.

Councillor Sykes indicated that he was not supportive of the additional recommendation.

**Resolved/-**

- 1) To endorse the proposed service pattern for Metrolink services post the opening of the second city crossing.
- 2) To note that patronage will continue to be monitored and that a further update report will be brought back to this committee after 6 months of operation.
- 3) To acknowledge the representations made from Rochdale and Oldham Members.

**Section 4 - Items for Information**

**TfGMC16/55 RAIL INDUSTRY FUNDING SUBMISSION FOR CONTROL PERIOD 6**

A report was presented which outlined proposals by TfGM to secure external funding for the development and delivery rail schemes to enhance the Rail Network in Greater Manchester. Member noted that the schemes identified will be submitted via Rail North into the Periodic Review (PR18) process which are governed by the Office of Road and Rail (ORR) and Department for Transport (DfT).

Members noted that the development of the PR18 funding submission was at its first stage, the Initial Industry Advice (IIA), and was due to be concluded by December 2016. Officers explained that the overall process was iterative and will conclude in

December 2018, with monies being made available at the start of the next control period (CP6), in April 2019. Funding will cover both the development and delivery phases, over a 5 year period, to March 2024.

Members noted that the application for funding was being managed with Rail North at a pan-North level and that six major schemes were being proposed (one in GM at Stockport / Central Manchester corridor), plus a North of England fund being ring-fenced by the Department for Transport. Officers noted that the ring-fenced fund contained 4 themes, namely, Capacity, Capability, Coherent Quality, and Cost Effectiveness and that any Greater Manchester funding submission would use this thematic approach.

Members noted that officers had undertaken a review of concerns and opportunities across the Greater Manchester network, and had formed a pipeline of schemes to be submitted for consideration for this funding and was set out at Appendix A to the report.

Following a comment from a Member regarding the condition of wooden platforms at a number of railway stations across Greater Manchester, officers noted that the potential use of Network Rail Renewals funding for such station improvements.

In response to an enquiry regarding rapid transit, officers noted that a number of rapid transit matters were being explored including tram train technology. The development of a digital railway would enable automated signalling which in turn would free up capacity on the railway.

With regard to a Member's enquiry on the Northern Route Study, officers noted that a study was planned to take place during early 2017 and would be coordinated by Rail for the North.

Following an enquiry from a Member, officers noted that dates for the Lostock electrification works were yet to be confirmed by Network Rail. .

**Resolved/-**

- 1) To note the process required to seek funding for rail scheme development and delivery directly from the Department for Transport as part of the Periodic Review.
- 2) To support the initial investment plan, as set out in Appendix A to the report, for submission in to the IIA in December 2016 and in addition, agree to continue to develop studies to substantiate the evidence behind the schemes proposed by TfGM.
- 3) To note that a further report on the Rail Industry Funding Submission be brought back to a meeting of this Committee in March 2017.

## **TfGMC16/56 CHRISTMAS AND NEW YEAR PUBLIC TRANSPORT SERVICES**

A report was presented which outlined public transport provision over the 2016/17 Christmas and New Year period.

### **Resolved/-**

To note the public transport provision over the 2016/17 Christmas and New Year period.

## **TfGMC16/57 GREATER MANCHESTER 2040 TRANSPORT STRATEGY CONSULTATION**

Members received a report which provided them with a summary of the feedback that had been received during the 12 week consultation that took place from July to September 2016, on the Greater Manchester Transport Strategy 2040 Consultation Draft and highlighted the next steps in finalising this strategy.

With regard to car usage, a Member commented that people use their cars because public transport didn't go where they needed it to.

In response to an enquiry from a Member regarding air quality, it was noted that the draft Transport Strategy set out an Air Quality Action Plan.

A Member noted that with regard to stakeholders, comments from TfGMC and Scrutiny committees were not referenced.

A Member highlighted that Hackney Carriage and Private Hire vehicles were considered as public transport modes and although local districts were responsible for the licensing processes for these vehicles and their drivers, TfGMC should consider the future policy development of this mode.

Following an enquiry by a Member, officers noted that Rapid Transit remained part of the future thinking for Greater Manchester and initiatives such as Tram Train would continue to be explored.

### **Resolved/-**

- 1) To note the range and nature of responses received on the Greater Manchester Transport Strategy 2040 Consultation Draft.
- 2) To note the next steps in finalising the strategy by 2016, as set out in the report.

## **TfGMC16/58 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, Schedule 12A, 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**

#### **Item for Resolution by TfGMC**

#### **TfGMC16/59 PROPERTY TRANSACTIONS**

Members considered a report which sought their approval in relation to property transactions at Bolton Interchange, Shaw Metrolink Stop, Land at 5 Piccadilly Place, Manchester, Land at Millers Close, Sale Moor and Land at Cross Lane, Radcliffe.

#### **Resolved/-**

To grant approval to the property transactions as set out in the report.