

**MINUTES OF THE PROCEEDINGS OF THE MEETING OF THE TRANSPORT FOR  
GREATER MANCHESTER COMMITTEE (TfGMC), HELD ON 10 NOVEMBER 2017  
AT THE COUNCIL CHAMBER, MANCHESTER TOWN HALL**

**PRESENT**

Councillor David Chadwick	Bolton
Councillor Stuart Haslam	Bolton
Councillor Guy Harkin	Bolton
Councillor Noel Bayley	Bury
Councillor Rhyse Cathcart	Bury
Councillor Azra Ali	Manchester
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 Howard Sykes	Oldham
Councillor Phil Burke	Rochdale
Councillor Patricia Sullivan	Rochdale
Councillor Shah Wazir	Rochdale
Councillor Robin Garrido	Salford
Councillor Roger Jones	Salford
Councillor Christine Corris	Stockport
Councillor Annette Finnie	Stockport
Councillor Tom Grundy	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:**

*Amanda White*  
*Julian Ashworth*  
*Rachel Scott*  
*Sam Coppin*  
*Simon Warburton*  
*Stephen Rhodes*  
*Jenny Hollamby*

Head of Rail, TfGM  
Travel Choices Manager, TfGM  
Active Travel Manager, TfGM  
Interim Head of Active Travel, TfGM  
Transport Strategy Director, TfGM  
Customer Director, TfGM  
Governance & Scrutiny, GMCA

**SECTION 1                    STANDING ITEMS**

**TfGMC17/44                    APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Barry Warner (Salford), Councillor Peter Robinson (Tameside) and Councillor John Taylor (Stockport).

Apologies for absence were also received from Dr Jon Lamonte (TfGM).

**TfGMC17/45                    CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS**

There was no urgent business introduced by the Chair.

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.

**TfGMC17/46                    DECLARATIONS OF INTEREST**

There were no declarations of interest received at the meeting.

**TfGMC17/47                    MINUTES OF THE LAST MEETING HELD ON 15 SEPTEMBER 2017**

The minutes of the previous meeting dated 15 September 2017, were submitted for consideration.

**RESOLVED/-**

That the minutes of the previous meeting dated 15 September 2017, be approved as a correct record.

**TfGMC17/48                    MINUTES FROM SUB COMMITTEE MEETINGS**

**a.        Bus Network and TfGMC Services Sub Committee**

The minutes of the Bus Network and TfGMC Services sub Committee meeting which took place on 6 October 2017 were submitted.

**RESOLVED/-**

That the minutes of the Bus Network and TfGMC Services Sub Committee meeting, held on 6 October 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 13 October 2017 were submitted.

**RESOLVED/-**

That the minutes of the Capital Projects and Policy Sub Committee meeting, held on 13 October 2017, be noted.

**c.        Metrolink and Rail Sub Committee**

The minutes of the Metrolink and Rail Sub Committee meeting, which took place on 27 October 2017 were submitted.

**RESOLVED/-**

That the minutes of the Metrolink and Rail Sub Committee meeting, held on 27 October 2017, be noted.

**TfGMC17/49                    REGISTER OF KEY DECISIONS – OCTOBER 2017**

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 October 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**

#### **TfGMC17/50            CHRISTMAS AND NEW YEAR SERVICES 2017/18**

Consideration was given to the report of the Customer Director, Head of Rail, Interim Head of Bus Services and Head of Metrolink that provided Members with an update on public transport provision during the 2017/18 Christmas and New Year period.

#### **RESOLVED/-**

That Members noted the contents of the report in respect of public transport provision during the 2017/18 Christmas and New Year period.

#### **TfGMC17/51            TRAVEL CHOICES AND ACTIVE TRAVEL UPDATE**

Members considered the report and presentation provided by the Customer Director that outlined how the programmes were funded and the implications for future years funding. The report also provided an update on progress to date, along with the outcomes and benefits of the TfGM Active Travel and Travel Choices activities.

The Customer Director introduced the team, who were in attendance at the meeting to answer questions. Members were provided a presentation, which covered:

1. Context – Active Travel and Travel Choices.
2. A developing area over the last seven years.
3. What we do (Travel Choices).
4. Progress to date (examples).
5. What we do (Active Travel).
6. Progress to date (examples).
7. Examples of who we work with.
8. Looking ahead.

The main points referred to were:

- Members welcomed the report, praised the work of the Team and highlighted it as a huge success.
- The Member Champion, who was in attendance at the meeting, added that this was a report about revenue measures in this area and further reports about capital delivery and planning were envisaged.

- The Member Champion provided an update on the work taking place with Chris Boardman (GM Cycling and Walking Commissioner), districts and partners. A 15 point plan had been developed that was anticipated to be considered by the GMCA in December 2017, which would then be worked up into a full strategy and would form part of the transport plan for the conurbation.
- It was noted that these revenue activities had, to date, been grant funded by the Department for Transport (DfT) rather than being funded through the Levy. Members expressed concern that the significant benefits delivered to date would not continue to be delivered in future years if funding did not continue beyond March 2018.
- It was further noted that TfGM was working through options, including via ongoing dialogue with DfT, as to how to continue the activities and develop them further. This would form part of the TfGM's budget considerations for next year.
- It was suggested that Travel Choices/Active Travel for people with disabilities should be included within the strategy.
- Cycle hubs were a valuable resource for cyclists. It was agreed as important that facilities were maintained properly.
- It was agreed that future reports would include outcomes and well as outputs to demonstrate long term change. Members were interested in knowing what outcomes were being achieved as it was key to managing the performance of the city. It was important to know how many conversations had led to more cycling, walking and how many people were using a more sustainable mode of transport.
- A Member raised the issue of cycling routes ending at the borders of the city and that a Greater Manchester approach was required to overcome the hurdles. Cycling road safety and how vehicles needed to be more cycle safe was also raised.

The Chair thanked the Team for the report and informative presentation.

## **RESOLVED/-**

That Members noted:

1. The contribution, over a number of years, of TfGM's Travel Choices and Active Travel programmes to increasing Greater Manchester's sustainable travel usage.
2. The progress against 17/18 programmes.
3. Future programme funding implications.

The Head of Rail provided Members with a presentation, which covered:

1. Great North Rail project update.
2. December 2017 timetable change.
3. Ordsall Chord – unlocking capacity.
4. Step change improvements in 2018.

The main points referred to were noted as follows:

- The twitter link to Network Rail's video would be circulated to Members about the engineering challenges regarding electrification to Preston, which had been delayed to 2018.
- A report would be provided to the next Committee in January 2018 about the conclusion of Network Rails assessment and proposals for May 2018.
- A Member asked what 'uncommitted, expected to be CB6 funded' meant in terms of the Victoria and Guide Bridge to Stalybridge detailed on the slide – Great North Rail Project. It was explained that in the Network Rail funding cycle control period 5 (CP5 2014 to 2019), originally there was funding allocated to that particular project. However, following the Hendy review in 2016, the scheme was deferred because the development of the scheme was not sufficient and the funding was no longer available in the period. The Statement of Funds Available (SoFA) was made by the Secretary of State in October 2017, which committed the funding for CP6 (2019 to 2024) and within that the Secretary of State had allocated two specific schemes, one of which is the Transpennine Route Upgrade including Stalybridge.
- A Member asked about Piccadilly station and the Ordsall Chord to combat the congestion on the railways in and around Manchester. The Member also enquired about Salford Central station and the outstanding issues. It was explained that as Salford Central was not part of the central government funded Great North Rail project, it was a Growth Deal 3 project, it was not included in the presentation. However, the project was progressing and Network Rail was considering, for their own strategic plans, the capacity in five stations within Manchester city centre, working in parallel with the feasibility study on the additional platforms, in addition to rectifying the stepping height on platforms one and two. In terms of Piccadilly station, it was imperative to ensure that the capacity was correct to protect the corridor in the future and work was on-going in this area.
- A Member asked and Officers agreed to circulate the presentation to Members.
- A Member asked what CP meant in the presentation. It was reported the industry is funded in five year periods, which were known as control periods. The Member

also asked for a briefing note that provided good news stories mentioned in the presentation and detailed the overall picture so it could be shared with the public in his district to explain the changes being made. Officers agreed to provide a more detailed explanation and narrative to the Member about the changes in his District. In addition, Members would be provided with a briefing in January 2018 about the timetable consultation. A wider piece of work would be undertaken about travel demand management, fact sheets would be produced for each corridor, which would explain how services had changed and what that meant for passenger journeys.

- A Member asked if electrification was no longer a viable option as the Secretary of State had not defined what would be included in CP6. Officers reassured Members that electrification was still an option. The Secretary of State in the recent Transport Select Committee advised it would be used where appropriate and where it was value for money.
- A Member welcomed the platform improvements at Rochdale train station but raised concerns about overcrowding to Manchester at peak times and asked if the two extra carriages promised in the morning and afternoon would be provided. It was advised an answer would be known in January 2018 when assessments Network Rail response had been received. The Chair added that due to the uncertainty about the Preston and Bolton electrification rolling stock from could not be cascaded onto the other routes that were overcrowded. Officers agreed to clarify the situation and report back to the Member outside of the meeting.
- Another Member asked about Piccadilly station and the Orsdall Chord and if it would improve congestion. It was reported that Orsdall Chord would allow an increased capacity across the network. More trains and improved routing and a comparable level of performance. The Officer would explain this further to the Member outside of the meeting.
- The stepping distance at Salford Central station was raised again by another Member and stated it as an important issue for passengers. It was explained that improvements in this area were within Network Rails programme before 2019. Members were reassured that Officers would work with them to make sure that happened.
- A Member enquired about the ten year forward plan and if updates would still be available in January 2018. It was reported that the plan would form part of a wider engagement that Officers were undertaking on a number of different strategies and plans. A piece of work, which set out the longer term infrastructure proposal across Greater Manchester in a multimodal fashion would be brought to the Committee in January 2018.
- It was agreed that the transcript from the recent Transport Select Committee, would be circulated to Members following the meeting.

**RESOLVED/-**

That the presentation be noted.

At the end of the meeting, the Chair drew Members attention to the launch of the Ordsall Chord, a 300m length of railway that would ready for service next month, which in a series of stages, together with the rolling stock and electrification would make major beneficial changes to the rail network in Greater Manchester.