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 Bolton
Councillor Guy Harkin Bolton
Councillor Stuart Haslam 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 Shah Wazir Rochdale
Councillor Roger Jones Salford
Councillor Barry Warner 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:-

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 is 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, 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 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 production of the assessment be welcomed and to request that a decision be taken at the earliest opportunity.

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 co-ordinate 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 a mixture of Class 158 and 150 units would operate on the Rochdale line.

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 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-Bolton-Preston 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 Northernden 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 should 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 officer 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.

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, as set out in the report, be approved.