

## Greater Manchester Transport Committee

**DATE:** Friday, 11 October 2019

**TIME:** 10.30 am

**VENUE:** Main Hall, Friends Meeting House, Mount Street, Manchester

- **Nearest Metrolink Stop:** St Peters Square
- **Public wifi**

## Agenda

Item	Pages
<b>1. APOLOGIES</b>	
<b>2. DECLARATIONS OF INTEREST</b>	1 - 4
To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer at the start of the meeting.	
<b>3. CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS</b>	
<b>4. MINUTES OF THE MEETING HELD 13 SEPTEMBER 2019</b>	5 - 16
To consider the approval of the minute of the meetings held on 13 September 2019.	

<b>5.</b>	<b>GM TRANSPORT COMMITTEE WORK PROGRAMME</b>	17 - 28
	Report of Liz Treacy, GMCA Monitoring Officer.	
<b>6.</b>	<b>TRANSPORT NETWORK PERFORMANCE</b>	29 - 40
	Report of Bob Morris, Chief Operating Officer, TfGM.	
<b>7.</b>	<b>METROLINK ANNUAL PERFORMANCE REPORT</b>	41 - 58
	Report of Danny Vaughan, Head of Metrolink, TfGM.	
<b>8.</b>	<b>FORTHCOMING CHANGES TO THE BUS NETWORK &amp; REVIEW OF SUBSIDISED BUS SERVICE BUDGET</b>	59 - 78
	Report of Alison Chew, Interim Head of Bus Services, TfGM.	
<b>9.</b>	<b>FINAL RAIL PROSPECTUS</b>	79 - 106
	Report of Bob Morris, Chief Operating Officer, TfGM.	
<b>10.</b>	<b>STRATEGIC RAIL UPDATE</b>	107 - 114
	Report of Simon Warburton, Director of Strategy, TfGM.	
<b>11.</b>	<b>EXCLUSION OF THE PRESS AND PUBLIC</b>	
	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 on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.	
<b>12.</b>	<b>FORTHCOMING CHANGES TO THE BUS NETWORK - PART B</b>	115 - 118
	Report of Alison Chew, Interim Head of Bus Services, TfGM.	

For copies of papers and further information on this meeting please refer to the website

[www.greatmanchester-ca.gov.uk](http://www.greatmanchester-ca.gov.uk). Alternatively, contact the following:

Governance & Scrutiny Officer: Nicola Ward 0161 778 7009

[nicola.ward@greatermanchester-ca.gov.uk](mailto:nicola.ward@greatermanchester-ca.gov.uk)

This agenda was issued on 03/10/19 on behalf of Eamonn Boylan, Secretary to the Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU

<b>Members</b>	<b>Representing</b>	<b>Political Party</b>
Stuart Haslam	Bolton	Conservative
Beth Mortenson	Bury	Labour
Angeliki Stogia	Manchester	Labour
Naeem Hassan	Manchester	Labour
Ateeque Ur-Rehman	Oldham	Labour
Phil Burke	Rochdale	Labour
Roger Jones	Salford	Labour
David Meller	Stockport	Labour
Warren Bray	Tameside	Labour
Steve Adshead	Trafford	Labour
Mark Aldred	Wigan	Labour
Sean Fielding	GMCA	Labour
Roy Walker	Mayoral appointment	Conservative
John Leech	Mayoral appointment	Liberal Democrat
Dzidra Noor	Mayoral appointment	Labour
Howard Sykes	Mayoral appointment	Liberal Democrat
Liam O'Rourke	Mayoral appointment	Labour
Barry Warner	Mayoral appointment	Labour
Doreen Dickinson	Mayoral appointment	Conservative
Peter Robinson	Mayoral appointment	Labour
Nathan Evans	Mayoral appointment	Conservative
Joanne Marshall	Mayoral appointment	Labour

<b>Substitutes</b>	<b>Representing</b>	<b>Political Party</b>
Derek Bullock	Bolton	Conservative
David Jones	Bury	Labour
Basat Shiekh	Manchester	Labour
Eddy Newman	Manchester	Labour
Shah Wazir	Rochdale	Labour
Matt Wynne	Stockport	Labour
Barrie Holland	Tameside	Labour
James Wright	Trafford	Labour
Carl Sweeney	Wigan	Labour
Allan Brett	GMCA	Labour
David Wilkinson	Mayoral appointment	Liberal Democrat
John Hudson	Mayoral appointment	Conservative
Linda Holt	Mayoral appointment	Conservative
Angie Clark	Mayoral appointment	Liberal Democrat

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**GM Transport Committee on 11 October 2019**

Declaration of Councillors' interests in items appearing on the agenda

NAME: \_\_\_\_\_

Minute Item No. / Agenda Item No.	Nature of Interest	Type of Interest
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary

*PLEASE NOTE SHOULD YOU HAVE A PERSONAL INTEREST THAT IS PREJUDICIAL IN AN ITEM ON THE AGENDA, YOU SHOULD LEAVE THE ROOM FOR THE DURATION OF THE DISCUSSION & THE VOTING THEREON.*

## QUICK GUIDE TO DECLARING INTERESTS AT GMCA MEETINGS

This is a summary of the rules around declaring interests at meetings. It does not replace the Member's Code of Conduct, the full description can be found in the GMCA's constitution Part 7A.

Your personal interests must be registered on the GMCA's Annual Register within 28 days of your appointment onto a GMCA committee and any changes to these interests must notified within 28 days. Personal interests that should be on the register include:

- Bodies to which you have been appointed by the GMCA
- Your membership of bodies exercising functions of a public nature, including charities, societies, political parties or trade unions.

**You are also legally bound to disclose the following information called DISCLOSABLE PERSONAL INTERESTS which includes:**

- You, and your partner's business interests (eg employment, trade, profession, contracts, or any company with which you are associated)
- You and your partner's wider financial interests (eg trust funds, investments, and assets including land and property).
- Any sponsorship you receive.

### FAILURE TO DISCLOSE THIS INFORMATION IS A CRIMINAL OFFENCE

#### STEP ONE: ESTABLISH WHETHER YOU HAVE AN INTEREST IN THE BUSINESS OF THE AGENDA

If the answer to that question is 'No' – then that is the end of the matter. If the answer is 'Yes' or 'Very Likely' then you must go on to consider if that personal interest can be construed as being a prejudicial interest.

#### STEP TWO: DETERMINING IF YOUR INTEREST PREJUDICIAL?

A personal interest becomes a prejudicial interest:

- where the well being, or financial position of you, your partner, members of your family, or people with whom you have a close association (people who are more than just an acquaintance) are likely to be affected by the business of the meeting more than it would affect most people in the area.
- the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice your judgement of the public interest.

**FOR A NON PREJUDICIAL INTEREST****YOU MUST**

- Notify the governance officer for the meeting as soon as you realise you have an interest
- Inform the meeting that you have a personal interest and the nature of the interest
- Fill in the declarations of interest form

**TO NOTE:**

- You may remain in the room and speak and vote on the matter
- If your interest relates to a body to which the GMCA has appointed you to you only have to inform the meeting of that interest if you speak on the matter.

**FOR PREJUDICIAL INTERESTS****YOU MUST**

- Notify the governance officer for the meeting as soon as you realise you have a prejudicial interest (before or during the meeting)
- Inform the meeting that you have a prejudicial interest and the nature of the interest
- Fill in the declarations of interest form
- Leave the meeting while that item of business is discussed
- Make sure the interest is recorded on your annual register of interests form if it relates to you or your partner's business or financial affairs. If it is not on the Register update it within 28 days of the interest becoming apparent.

**YOU MUST NOT:**

- participate in any discussion of the business at the meeting, or if you become aware of your disclosable pecuniary interest during the meeting participate further in any discussion of the business,
- participate in any vote or further vote taken on the matter at the meeting

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## MINUTES OF THE GREATER MANCHESTER TRANSPORT COMMITTEE ON FRIDAY 13 SEPTEMBER 2019

### PRESENT

#### Member

Councillor Derek Bullock  
Councillor Roy Walker  
Councillor Angeliki Stogia  
Councillor Naeem Hassan  
Councillor John Leech  
Councillor Dzidra Noor  
Councillor Ateeque Ur-Rehman  
Councillor Howard Sykes  
Councillor Sean Fielding  
Councillor Phil Burke  
Councillor Shah Wazir  
Councillor Roger Jones  
Councillor Barry Warner  
Councillor Matt Wynne  
Councillor Angela Clark  
Councillor Warren Bray  
Councillor Peter Robinson  
Councillor Doreen Dickinson  
Councillor Nathan Evans  
Councillor Mark Aldred (Chair)  
Councillor Joanne Marshall

#### Representing

Bolton  
Bury  
Manchester  
Manchester  
Manchester  
Manchester  
Oldham  
Oldham  
Oldham  
Rochdale  
Rochdale  
Salford  
Salford  
Stockport  
Stockport  
Tameside  
Tameside  
Tameside  
Trafford  
Wigan  
Wigan

#### Officers in attendance

Bob Morris	Chief Operating Officer
Kate Brown	Director of Corporate Affairs
Alison Chew	Interim Head of Bus Services
Alex Cropper	Head of Operations
Danny Vaughan	Head of Metrolink
Caroline Whittam	Head of Rail Franchising
Gwynne Williams	Deputy Monitoring Officer, GMCA
Sylvia Welsh	Governance and Scrutiny
Jamie Fallon	Governance and Scrutiny

#### Operators in attendance

David Golding	Network Rail
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Christopher Jackson  
Raj Chandarana  
Kathryn O'Brien  
Nigel Featham

Northern Railway  
Northern Railway  
First Group  
Go Northwest

### **GMTC/29/19 APOLOGIES**

#### **RESOLVED /-**

That apologies were received and noted from Councillors Beth Mortenson, David Meller, Liam O'Rourke, Steve Adshead, and Stuart Haslam.

### **GMTC/30/19 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS**

#### **RESOLVED /-**

There were no chairs announcements or urgent business.

### **GMTC/31/19 DECLARATIONS OF INTEREST**

#### **RESOLVED /-**

Councillor Phil Burke declared a personal interest in relation to Item 6 (Transport Network Performance), and Item 7 (Free Bus – Forthcoming Changes and Performance Update) as an employee of Metrolink.

### **GMTC/32/19 MINUTES OF THE MEETING HELD 9 AUGUST 2019**

The minutes of the meeting held on the 9 August 2019 were submitted for consideration. Councillor Sykes confirmed that he was in attendance at this meeting, and requested that this be reflected within the minutes.

Councillor Evans confirmed that Officers had met with himself and Councillor Adshead to discuss the alternative options available to passengers who had previously used the 245 service. Following the meeting, a case study had been submitted for consideration, but no further feedback had been received.

Officers were informed that residents were compiling a petition regarding the withdrawal of the 389 service, which services Hyde and Duckinfield.

Members highlighted that they had not yet received the finalised Rail Prospectus, and a note detailing the transport support arrangements for Party Conferences, including plans for fringe receptions. Members requested that this information be circulated as soon as possible.

## **RESOLVED /-**

1. That the minutes of the GM Transport Committee held on 9 August be approved as a correct record, subject to the addition of Councillor Sykes to the attendance.
2. That it be noted that Officers had met with Councillor Evans and Adshead to discuss the alternative options available to passengers who had previously used the 245 service and were awaiting a final response regarding the case study submitted.
3. That it be noted that TfGM would be in receipt of a petition regarding the withdrawal of the 389 service servicing Hyde and Duckinfield.
4. That it be noted that Officers would circulate the Rail Prospectus, and a note detailing the transport support arrangements for Party Conferences including plans for fringe receptions as soon as possible.

## **GMTC/33/19 GREATER MANCHESTER TRANSPORT COMMITTEE WORK PROGRAMME**

Gwynne Williams, Deputy Monitoring Officer, GMCA, took members through the work programme for the GM Transport Committee, confirming that it reflected the reports previously requested by the Committee.

Members felt that there was a need to focus more on policy development opportunities, and requested the following items be included within the work programme:

### October 2019

- High Speed 2 and 3
- Tram/Train Development
- Tram Technology Update (electric and hydrogen)

### November / December 2019

- Rail Investment Bids – Pipeline Overview
- Update on the future of Piccadilly Platforms 15 and 16
- Brexit (the predicted impacts on Transport and Investment)
- Climate Emergency (how can emission reduction be accelerated in transport)
- GM Clean Air Update (electric vehicles, charging points, taxi's, small businesses)
- GM Minimum Standards for Taxi and Private Hire Update
- Made to Move Update

Concerns were raised, regarding the number of items contained within the work programme, which had not yet been assigned a meeting date, contact officer, or key function, given that there were only six meetings remaining within this municipal year.

Members considered the implications of the climate emergency, which the GMCA had declared at its July 2019 meeting, and explored how the Committee could support the acceleration of the reduction of emissions in transport. Members were reminded that the 10 local authorities of GM were working collaboratively to develop a GM Clean Air Plan, notwithstanding that, the Committee could formerly submit their views to the GMCA for consideration.

Members expressed their thanks to TfGM and the GM Chamber of Commerce for hosting the Clean Air Roadshow, at AJ Bell Stadium, on 10 September 2019, which was well received by businesses. It was suggested that Officers explore further opportunities to host events across GM to encourage businesses to participate across GM.

#### **RESOLVED /-**

1. That the draft work Programme from September 2019 to January 2020 be noted, with the addition of the following items:

##### October 2019

- High Speed 2 and 3
- Tram/Train Development
- Tram Technology Update (electric and hydrogen)

##### November / December 2019

- Rail Investment Bids – Pipeline Overview
  - Update on the future of Piccadilly Platforms 15 and 16
  - Brexit (the predicted impacts on Transport and Investment)
  - Climate Emergency (how can emission reduction be accelerated in transport)
  - GM Clean Air Update (electric vehicles, charging points, taxi's, small businesses)
  - GM Minimum Standards for Taxi and Private Hire Update
  - Made to Move Update
2. That Officers be requested to include specific details relating to the reports to be scheduled (Meeting date, contact officer, alignment to which key function of the Committee)
  3. That it be noted that the 10 local authorities of GM were working collaboratively with the GMCA on the GM Clean Air Plan.
  4. That the Committee record its thanks to Officers for hosting the Clean Air Roadshow, at AJ Bell Stadium, on 10 September 2019, and that Officers be requested to explore opportunities to host further events across Greater Manchester.

## **GMTC/34/19 TRANSPORT NETWORK PERFORMANCE – JULY 2019**

Alex Cropper, Head of Operations, TfGM, provided an overview of Transport Network Performance in Greater Manchester for July 2019.

The following key points were raised:

- Metrolink performance was not as strong in July 2019, with performance improved during early August 2019, noting that this would be reflected in next month's report.
- Metrolink services had recently been disrupted as a consequence of a fatality on the network, at the Burton Road stop, impacting on reliability. Members were reminded of the impact of such instances on staff, with many receiving counselling. In order to address this growing trend, Officers were exploring opportunities to raise awareness of the issue.
- Contactless payments had now been launched on Metrolink services (on 15th July 2019). Since its launch, approximately 100,000 users had taken journeys using contactless.
- Rail performance continued to be of concern with continued dialogue with train operators regarding the roll out of new rolling stock.
- Bus performance had maintained a good level of performance, with performance above the targets for scheduled service reliability and overall punctuality. It was noted that Go-Ahead were continuing to add value to the bus network in Greater Manchester.
- Members were informed that TfGM had been independently nominated for a National Transport Award.

Members raised concerns regarding the performance of a number of bus services, (including the 471, 163, 98) which were now being operated by Diamond North West. Officers confirmed that they were monitoring the situation, adding that the operator was actively recruiting bus drivers. Officers offered to meet with those Members who wished to raise specific operational issues.

A member reported that a number of his constituents had been incorrectly charged for their Metrolink journeys, following the introduction of contactless payments. It was confirmed that the launch of contactless payments had been a success. There were still some teething issues to be addressed, with enhanced communication messages had been implemented, including on stop support and driver announcements to remind passengers. The Committee were informed that Metrolink Passengers who had not logged out and therefore charged for a day fare, could request a refund via TfGM.

Further information was requested in relation the breakdown of reliability issues by Metrolink line, so that Members could seek to address these locally. It was agreed that this analysis would be incorporated in to future Metrolink Performance reports (next update in October).

**RESOLVED /-**

1. That the report be noted.
2. That it be noted that dialogue with train operators regarding performance and the roll out of new rolling stock continued.
3. That it be noted that Metrolink services had recently been disrupted as a consequence of a fatality on the network, at the Burton Road stop, resulting in an impact on reliability. This incident has had a severe impact on staff and Officers were exploring opportunities to raise awareness of the growing issue.
4. That it be noted that TfGM were monitoring the issues affecting contactless payments on Metrolink (double tapping and incomplete journeys), and enhanced communication messages (including on stop support and driver announcements) have been implemented to remind passengers.
5. That it be noted that Metrolink Passengers who have been incorrectly charged using contactless payments can request a refund via TfGM.
6. That it be noted that a breakdown of reliability issues by Metrolink line be incorporated in to future Metrolink Performance reports (next update in October).
7. That it be noted that there had been a number of issues relating to performance, following the operation of a number of bus services by Diamond North West, including capacity, with officers offering to meet with those Members who wished to raise specific operational issues.
8. That it be noted that Diamond North West are actively recruiting drivers to address capacity issues.
9. That it be noted that TfGM had been independently nominated for a National Transport Award.

## **GMTC/35/19 FREE BUS – FORTHCOMING CHANGES AND PERFORMANCE REPORT – KEY DECISION**

Alison Chew, Interim Head of Bus Services, TfGM, introduced a report which informed Members of the proposed changes to the Manchester Free Bus service and also provided an update on performance.

The following key points were highlighted:

- Following a retendering exercise last October, First had been awarded the contract to operate the free bus service, which replaced the previous Manchester Metroshuttle service.
- Free Bus has been operated by Go North West since June 2019, following the sale of the Queens Road bus depot and operations from First to the Go Ahead Group.
- The proposed changes to the Free Bus service have been derived following a review of performance during its first year of operation, including ongoing operational issues and recurring themes in customer and operator feedback. TfGM officers have worked with the operator to find a cost-neutral but effective way of improving the service for customers.

A member of the Committee requested further information regarding the rationale for the removal of daytime free bus services servicing Deansgate and Oxford Road. It was confirmed that the proposals had been developed following a review of patronage and alternative transport links, and customer feedback. Feedback from users indicated that the night-time economy (services which run between 7pm and 12pm) were more likely to use these stations.

A member highlighted that he had not received an update from Officers regarding the Stagecoach proposal, which was developed following the withdrawal of the Stockport Metro in April 19.

Another member raised specific concerns regarding the substantial increase in the prices of children's tickets implemented by Rosso.

### **RESOLVED /-**

1. That the performance of the service noted.
2. That the proposed changes to the Manchester Free Bus Service be approved.
3. That it be agreed that Officers would provide an update to Councillor Wynne regarding the Stagecoach proposal, which was developed following the withdrawal of the Stockport Metro in April 19.

4. That it be agreed that Officers would meet with Councillor Leach to discuss the rationale for the removal of daytime Deansgate and Oxford Road stations free bus services.
5. That it be noted that evening services run between 7pm and 12pm.
6. That it be agreed that Officers would meet with Councillor Burke to discuss the increase in the price of children's tickets implemented by Rosso.

### **GMTC/36/19 RAIL ANNUAL PERFORMANCE**

Bob Morris, Chief Operating Officer, TfGM, introduced a report which provided Members with an annual overview of rail performance in Greater Manchester from Rail Period 5, 2018/19 to Period 4 2019/20 (22 July 2018 – 20 July 2019).

A Member referred to the Transport for the North rail survey results, which indicated that when compared to last year, users felt that rail service performance had continued to decline. Northern confirmed that they judge their performance against the results of the National Rail Passenger Survey (NRPS), which had demonstrated a 17% increase in customer satisfaction since May 2018. The results indicated that punctuality was the biggest driver of satisfaction, followed by how delays are handled, and cleanliness.

It was felt that this level of increase was minimal when compared to the performance levels, following the introduction of the May 2018 timetable. Northern recognised that there was more to do, and confirmed that they were working extremely hard to rebuild trust and increase patronage, with the launch of campaigns such as the '£1m giveaway', and the 'flash sale.' Transpennine Express reported that in order to address many of the issues such as overcrowding, investment in the North was required.

A member raised concerns regarding the short notice cancellations, and non stopping trains, with no advance notice, which was affecting Rochdale stations (Smithy Hill, Castleton and Mills Hill). Northern confirmed that this was primarily due to driver shortages and the priority given to London train services. Members assured that work continued to develop proposals for one set of terms and conditions train drivers which would replace the current three different sets terms and conditions. Sunday working for high number of train drivers was voluntary, and often led to a shortage and consequently the need for short notice cancellations of many services, particularly in the North West. It was noted that Northern were continuing their dialogue with Storm and Aslef, with a view to retableting the proposals later in the year. Northern agreed to meet with Councillor Burke to discuss how the issues can be handled more appropriately.

Another member of the Committee welcomed the platform extension at Brinnington Station, and requested further information regarding the Hathersage and Hope platform extensions, which would be able to accommodate longer trains with more seats. Northern agreed to provide further information on the progress of developments.



Members raised concerns regarding the appearance of Levenshulme Station, and queried whether any improvements were planned. Northern advised that they had invested approximately £50million into improving the customers experience at stations, noting that Levenshulme, was included in a future work programme. Further work would be undertaken to look at improvements in the short term.

It was noted that Northern had also allocated £250,000 in funding to Community Groups who had helped to improve the aesthetics of stations such as Hope Valley and Heaton Chapel.

Members sought clarification on the timetable for the removal of Pacers Units from operation in GM. Northern confirmed that all Pacers Units would be removed in Greater Manchester by the end of the year. Currently 19 new trains were in operation on routes across the North West, with a view to widening across the network throughout the remainder of the year.

It was agreed that Northern would invite Members to the new train launch events, which would be announced over the next few months.

It was felt that although the report indicated that there had been improvements in the number of short formed trains, this paired with overcrowding on trains, continued to be a significant issue. Members requested that an analysis when available be incorporated into future rail performance reports. Officers confirmed that dialogue with train operators was continuing in order to address the issues affecting performance.

A member raised concerns regarding the number of penalty fares issued by Northern since 2017, and requested that future performance reports include this analysis. Following discussion, it was agreed that Northern would meet with Councillor Wynne to discuss the number of penalty fares issued since 2017.

**RESOLVED /-**

1. That the report be noted.
2. That the Committee's concerns regarding ongoing rail performance issues be noted.
3. That it be noted that Northern were continuing their dialogue with Storm and Aslef regarding a new terms and conditions for drivers, with a view to retabling the proposals later in the year.
4. That it be noted that Northern would meet with Councillor Burke regarding the short notice cancellations affecting Rochdale stations (Smithy Hill, Castleton and Mills Hill).

5. That it be noted that dialogue with train operators regarding overcrowding, and in particularly around 'stop skipping' and 'short forming' continues.
6. That an analysis of 'short forming' when available be incorporated in to future Rail Performance reports.
7. That an analysis of 'penalty fares' issued since 2017 be incorporated into the next Rail Performance report.
8. That it be agreed that Northern would meet with Councillor Wynne to discuss the number of penalty fares issued since 2017, given the ongoing performance issues to be addressed.
9. That it be agreed that Northern would provide further information to Members regarding the Hathersage and Hope platform extensions.
10. That it be noted that improvements to the appearance of Levenshulme Station were including in a future programme of work, with a view to exploring improvement options.
11. That it be noted that Northern would invite Members to the new train launch events.

#### **GMTC/37/19 CENTRE FOR LOCAL ECONOMIC STRATEGY**

Kate Brown, Director of Corporate Affairs, TfGM, presented a report which provided an overview of the Centre for Local Economic Strategies (CLES).

Members commended the excellent work conducted by CLES for GM local authorities, and explored whether Members could be provided with an overview of the transport related work they had conducted for GM, in order to raise awareness of the wealth of support they provide. Officers confirmed that they would contact CLES to explore whether this request could be met.

#### **RESOLVED /-**

1. That the key policy areas and previous commission for TfGM be noted.
2. That the Committee record its thanks to CLES for the support it has provided to Greater Manchester regarding the development of economic and social research and policy with a focus on people and place.

3. That it be agreed that Officers would contact CLES to request that they provide an overview of the transport related work they have conducted for GM local authorities which can be shared for Members to raise awareness.

### **GMTC/38/19 RAIL STATIONS ACCESS FOR ALL MID TIER PROGRAMME**

Bob Morris, Chief Operating Officer, TfGM, introduced a report, which provided an update on the proposed Greater Manchester submission to the Access for All Mid-Tier Programme in October 2019.

The following key points were highlighted:

- In July 2019, DfT announced the Access for All Mid-Tier programme. The fund would provide £20 million nationally, focused on stations where accessibility improvements could be delivered, with a fixed contribution per nomination of up to £1 million of government support.
- The fund was targeted at smaller scale access improvements.
- It is proposed that a single nomination covering a number of smaller improvements at 22 stations would be submitted.
- An update report would be presented at the meeting on the 11th October 2019 prior to the submission of the Access for All mid-tier submission on the 18th October 2019.

A member of the Committee enquired whether the 22 stations were listed in priority order, and explored what action would be taken, should the bid only be partially successful. It was confirmed that the list was in geographical order, noting that should the bid only be partially successful, the process of prioritising projects would be unique, based upon deliverability and value for money. It was acknowledged that previous bid submissions which had been listed in priority order, had not been awarded in this way.

Another member raised concerns regarding the accessibility issues at Greenfield Station, noting that the interim solution, paying for taxis to Stalybridge was not sustainable. It was confirmed that Officers had raised the issue at the Transport for North Board, and were continuing to explore the potential funding options.

### **RESOLVED /-**

1. That the report be noted.
2. That it be noted that an update report will be presented to the GMTC on the 11 October 2019, prior to submission of the Access for All mid-tier submission on the 18 October 2019.

3. That it be noted that Officers were continuing to explore the potential funding options, in order to address the accessibility issues at Greenfield Station, including raising the issue at the Transport for North Board.

## Greater Manchester Transport Committee

Date: 11 October 2019

Subject: GM Transport Committee Work Programme – November 2019 – March 2020

Report of: GMCA Monitoring Officer

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### PURPOSE OF REPORT

To provide an opportunity for Members to comment on the proposed work programme of the GM Transport Committee.

### RECOMMENDATIONS:

Members are asked to comment on and note the Work Programme.

### CONTACT OFFICERS:

Liz Treacy	GMCA Monitoring Officer	
James Baldwin	Policy Officer, TfGM	
Nicola Ward	Governance Officer, GMCA	

Risk Management – not applicable

Legal Considerations – not applicable

Financial Consequences – Revenue – not applicable

Financial Consequences – Capital – not applicable

Number of attachments included in the report: 0

**BACKGROUND PAPERS: Nil**

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		None
GMTC	Overview & Scrutiny Committee	
Not applicable	Not applicable	

# Greater Manchester Transport Committee – Draft Work Programme

**November 2019 – March 2020**

The table below suggests the Committee's work programme from November to March 2020.

Members are invited to further develop, review and agree topics which they would like to consider.

The work programme will be reviewed and updated regularly to ensure that the Committee's work remains current.

The key functions of the Committee are –

- **Accountability:** active and regular monitoring of the performance of the transport network, including the Key Route Network, the operation of the GM Road Activities Permit Scheme, road safety activities, etc as well as all public transport modes. This role will include holding service operators, TfGM, highway authorities and transport infrastructure providers to public account, and to recommend appropriate action as appropriate;
- **Implementation:** oversee the delivery of agreed Local Transport Plan commitments. This includes the active oversight of the transport capital programme, and decisions over supported bus services network to be made within the context of policy and budgets set by the Mayor and the GMCA as appropriate; and
- **Policy Development:** undertake policy development on specific issues, as may be directed by the Mayor and / or the GMCA.

Friday 08 November 2019

MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
<b>November 2019</b>  Bus operational focus	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability
	December 2019 changes to the Bus Network	Alison Chew and Nick Roberts, TfGM	To note forthcoming changes to the bus network.	Implementation
	Bus Annual Performance Report	Alison Chew, TfGM	Annual detailed report on Bus Performance. Bus operators to be invited to attend.	Accountability
Strategic Focus - Highways	<b>Highways Annual Performance Report</b>	<b>Peter Boulton, TfGM</b>	<b>Annual report on the performance of the GM road network. To include analysis of journey time reliability, average delay times and road safety statistics.</b>	<b>Accountability</b>
	<b>Road Safety and Enforcement</b>	<b>Peter Bolton, TfGM</b>	<b>To update members on the Drive Safe and Road Safety Schemes overseen by TfGM, and specifically the role of the Speed Camera Partnership in improving road safety, including bus lane misuse.</b>	<b>Accountability</b>



MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
	Highways and Congestion Update	Bob Morris, TfGM	To consider the progress of a range of measures to tackle congestion on GM roads.	Implementation

Friday 6 December 2019

MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Rail operational focus	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability
	Rail Performance – Quarterly Update	Bob Morris, TfGM	To provide an update on rail performance over the previous quarter. Rail operators to be invited to attend.	Accountability
Strategic Focus - Delivering Our Network and Passenger Focus	<b>Mayoral Update</b>	<b>Andy Burnham, Mayor of Greater Manchester</b>	<b>Report from the Mayor in his role as GMCA Transport Portfolio Holder. To include Our Pass update.</b>	<b>Implementation</b>
	<b>GM Transport Strategy 2040 Delivery Plan</b>	<b>Simon Warburton, TfGM</b>	<b>To receive a report on the updated 2040 Delivery Plan. To include looking at the wider connectivity of the GM outlying towns and areas which require access to public transport networks.</b>	<b>Policy development</b>
	<b>Passenger Satisfaction Report</b>	<b>David Sidebottom, Transport Focus</b>	<b>Report on the findings of the annual passenger surveys conducted by Transport Focus.</b>	<b>Accountability</b>

<b>MEETING DATE</b>	<b>TOPIC</b>	<b>CONTACT OFFICER</b>	<b>PURPOSE</b>	<b>ALLIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE</b>
	<b>Customer Information</b>	<b>Sean Dyball and Rachel Hutchins, TfGM</b>	<b>An overview of the Customer Travel Information roadmap and key priority areas for the next 12 months for members to comment and give direction. To include an update on real-time bus information.</b>	<b>Implementation</b>
	<b>Travel Safe Partnership</b>	<b>Lucy Kennon, TfGM</b>	<b>Following the initial presentation in July 2019 – an update on the outcomes of the Travel Safe Partnership Governance Review.</b>	<b>Accountability, Implementation</b>
	<b>Transport Capital Programme Update</b>	<b>Chris Barnes, TfGM</b>	<b>To receive an update for comment on the transport capital programme.</b>	<b>Implementation</b>

Friday 17 January 2020

MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Bus operational focus	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability
	Assessment of the impact of changes to subsidised bus services	Alison Chew and Nick Roberts, TfGM	To note and comment on the assessment of the impact if changes to the bus network for communities. Bus operators to attend.	Accountability
	January 2020 changes to the Bus Network and Review of Subsidised Bus Services Budget	Alison Chew and Nick Roberts, TfGM	To note forthcoming changes to the bus network and to review and make decisions relating to supported bus services within the context of policy and budgets set by the Mayor and GMCA as appropriate. Bus operators to attend.	Implementation
Strategic Focus - Healthy Network	<b>Made to Move Update</b>	<b>Chris Boardman, GM Cycling &amp; Walking Commissioner</b>	<b>To receive a report from the Greater Manchester Cycling &amp; Walking Commissioner on progress implementing Made to Move and the Bee Network.</b>	<b>Implementation</b>

<b>MEETING DATE</b>	<b>TOPIC</b>	<b>CONTACT OFFICER</b>	<b>PURPOSE</b>	<b>ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE</b>
	<b>Streets for All Strategy</b>	<b>Nicola Kane, TfGM</b>	<b>To receive a report for comment on the developing strategy (which is a sub-set of the 2040 Transport Strategy).</b>	<b>Policy development</b>
	<b>Open Streets</b>	<b>Stephen Rhodes, Anna Collins, TfGM</b>	<b>To receive a report on the funding available for Open Streets events, which temporarily open streets to people by closing them to cars.</b>	<b>Policy development</b>
	<b>Delivering a Healthy Transport Network</b>	<b>TfGM, Kate Brown</b>	<b>To receive the CLES report on how transport is impacting on health inequalities across GM for members to inform report and recommendations.</b>	<b>Policy development</b>

Friday 21 February 2020

MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Metrolink operational focus	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability
	Metrolink Performance – Quarterly Update	Danny Vaughan, TfGM	To provide an update on performance over the previous quarter. KAM to attend.	Accountability
Strategic Focus - Inclusive Network	<b>Fares and Ticketing</b>	<b>Stephen Rhodes, TfGM</b>	<b>To note and comment on the development of the Fares and Ticketing Roadmap including Smart Ticketing, Contactless and Concessions.</b>	<b>Policy development</b>
	<b>Social Value</b>	<b>Steve Warrener, Kate Brown, TfGM</b>	<b>To review the social value of our public transport network, as requested by members. To cover procurement and how transport is supporting the wider GM Strategy.</b>	<b>Accountability, Implementation</b>
	<b>Age Friendly Transport</b>	<b>Kate Brown, TfGM</b>	<b>Update on how transport is supporting the GM Ageing Strategy.</b>	<b>Policy development</b>

Friday 13 March 2020

MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Rail operational focus	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability
	Rail Performance – Quarterly Update	Bob Morris, TfGM	To provide an update on rail performance over the previous quarter. Rail Operators to attend	Accountability
Strategic Focus - Environmentally Responsible Network	<b>Transport &amp; Climate Change</b>	<b>Simon Warburton, TfGM</b>	<b>Update on increased efficiency &amp; deployment of low energy transport, low carbon infrastructure and plan for progressing to zero emissions vehicles by 2038.</b>	<b>Policy development</b>
	<b>Sustainable Journeys</b>	<b>Stephan Rhodes, Anna Collins, TfGM</b>	<b>A report on initiatives to support a shift to more sustainable travel. To include the promotion of sustainable travel options to people moving into new homes and workplaces.</b>	<b>Policy development</b>

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## Greater Manchester Transport Committee

Date: 11 October 2019

Subject: Transport Network Performance August 2019

Report of: Bob Morris, Chief Operating Officer, TfGM

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### PURPOSE OF REPORT

This report provides an overview of Transport Network Performance in Greater Manchester for August 2019.

### RECOMMENDATIONS:

Members are asked to note the contents of the report.

### CONTACT OFFICERS:

Alex Cropper	Interim Head of Operations	0161 244 1122 <a href="mailto:alex.cropper@tfgm.com">alex.cropper@tfgm.com</a>
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Julie Flanagan	COO Sponsor and Support Officer	0161 244 1164 <a href="mailto:julie.flanagan@tfgm.com">julie.flanagan@tfgm.com</a>
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Risk Management – not applicable

Legal Considerations – not applicable

Financial Consequences – Revenue – not applicable

Financial Consequences – Capital – not applicable

Number of attachments included in the report: 2

- Appendix A: Glossary
- Appendix B: Metrolink Performance

**BACKGROUND PAPERS: Nil**

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		None
GMTC	Overview & Scrutiny Committee	
Not applicable	Not applicable	

## **1 OVERVIEW**

- 1.1 The Greater Manchester Transport Committee has a key role to oversee the provision of transport services including the performance of Metrolink, Bus and Rail Operators and the Strategic Highways Network on behalf of residents, businesses and visitors. The Committee also oversees the move towards the Our Network vision for an integrated transport network for Greater Manchester, as set out in the 2040 Transport Strategy.
- 1.2 This network performance report covers performance across all transport modes in Greater Manchester during August 2019.

## **2 OVERALL NETWORK PERFORMANCE SUMMARY**

- 2.1 Metrolink performance through August declined from the previous month and has been below standard with some short-forming of services and a reduced flexibility to increase capacity for events. This was due primarily to a high number of tram faults and repairs following road traffic collisions. These metrics have since recovered during early September which will be reflected in next month's report. The annual Metrolink performance report is later in this meetings agenda and will cover performance in greater detail.
- 2.2 The targets for rail performance in 2019-20 for Northern and TransPennine Express (TPE) have been lowered by Network Rail and TPE and Northern respectively due to the risks associated with the introduction of new rolling stock. Rail performance declined for five of the six Train Operating Companies (TOCS) with PPM significantly adverse to targets, largely due to increases in external delays including; adverse weather, trespass and fatalities. Events at Toddbrook reservoir also impacted on performance in the early part of the month, which resulted in week long serious disruptions to customers. Issues with failures of refurbished rolling stock operating across GM have continued.
- 2.3 Bus Performance has been good overall during the period, reflecting positive journey time reliability on the highway network overall.
- 2.4 Journey time reliability and average level of delay have both improved over August, reflecting both a lower volume of disruptive roadworks and the continuation of the school summer holiday period. Historically traffic in the AM peak reduces by about 9-10% during the school summer holiday, halving journey times on some of our key corridors.

### **3 NETWORK OVERVIEW**

#### **Events**

- 3.1 Pre-planned events throughout the month included the Manchester Pride Festival, Extinction Rebellion protest, Peterloo Bi-Centenary Walk and commencement of football league fixtures. In addition, issues arising from the risk of a dam failure at Toddbrook reservoir required TfGM's attendance and support at Greater Manchester multi-agency Strategic Co-ordinating Group (SCG) meetings. All of these were managed and delivered against multi modal plans to ensure that disruption to the travelling public was minimised. We are continuing to review, with Councils, the role of TfGM in supporting Open Streets events, including traffic management and supporting Bus Operators in ensuring their services and customers are not unduly impacted by proposals.

#### **Metrolink**

- 3.2 Metrolink Network performance in terms of punctuality and reliability are published on the TfGM.com website, with individual line performance shown in addition to the overall network (APPENDIX B).
- 3.3 Metrolink performance for August was below standard with performance in the most recent quarter impacted by road traffic collisions as well as signaling issues in key locations. As a consequence of this challenging period, a number of trams have been out of service for repairs. Some of these have been out of service for some time due to the lead time for replacement parts. The outcome is that vehicle availability struggled for a time to meet the requirements to operate peak weekday service and therefore a number of services which would have operated as a double unit, have had to operate as a single unit. Gradually these trams have come back online and doubles are now operating again as planned
- 3.4 Vehicle reliability and availability will continue to be monitored at a senior level by both KAM and TfGM
- 3.5 Despite these recent challenges, performance is returning to targeted levels. The ability to provide capacity to meet demand remains Metrolinks biggest challenge.

Crime and anti-social behaviour continue to be an issue albeit August was the best in terms of volume in 2019. Evenings and night time tend to see an increase resulting in high levels of repairs being required to trams, with the potential to limit availability of services. TravelSafe activity continues to be directed to known problem areas.

- 3.6 Contactless continues to be successful and over 232,000 journeys using contactless have been made from the commencement to the end of August. There continues to be issues with customers double tapping and incomplete journeys (i.e. not tapping in and out). These are being monitored as usage increases and enhanced communications messages have been implemented including on stop support and driver announcements to remind passengers.

### **Rail**

- 3.7 Following incremental timetable changes made in May operational performance remained relatively stable until P5 (21 July-17 August). This period saw significant period-on-period declines in PPM and Right-Time performance for 5 out of the 6 TOCs serving Greater Manchester, with only TfW registering a slight improvement.
- 3.8 Network Rail delay minutes more than doubled in the period to over 63,000, largely as a result of severe and widespread flooding towards the end of July. Seven of the top ten delays in the period were attributable to weather-related events, including flooding at Trafford Park, Whaley Bridge and Todmorden. There were two instances of unit failure, including a further Northern Class 319 at Eccles, however, the largest single incident involved OHLE damage at Garstang on 22 July, with over 7,500 mins delay and 91 cancelled services.
- 3.9 Northern, EMT and TPE operated revised train plans from 01 – 07 August due to the Toddbrook Reservoir emergency. This saw the closure of Buxton line and suspension of services across Hope Valley – Northern operated services to/from Hazel Grove and Marple, TPE operated to Sheffield via Huddersfield, with EMT (now EMR) terminating services from Norwich at Sheffield.
- 3.10 Period 5 performance was also impacted by the Acton Grange closure on WCML from 20 July – 04 August. TfW Manchester – North Wales services were cancelled and Virgin Trains services either terminated Crewe/Warrington/Preston or operated via Manchester Piccadilly. These diversions and platforming through Piccadilly caused additional delay to local services, notably Northern’s South Manchester and Blackpool services.
- 3.11 Northern’s bridging agreement had been in place for Sunday Working is no longer in effect as ASLEF members voted to reject Northern’s proposals going forward (despite union recommendation). As a result, there are currently weekly pre-planned Sunday service cancellations on several Greater Manchester routes, the number of these have typically been between 65 – 95 fully or part cancelled trains. Additionally, however, a further 70 – 120 services have been cancelled each Sunday across GM, impacting PPM and CaSL figures.

- 3.12 TPE introduced the first of their new 'Nova 3' trains into passenger service on Saturday 25/08 on the Liverpool – Manchester Victoria – Scarborough route.

### **Bus**

- 3.13 Bus Performance has been good overall during the period, reflecting positive journey time reliability on the highway network overall.
- 3.14 Diamond North West began to operate commercial bus services in Bolton that were previously operated by First, on 11 August 2019 and performance is being monitored.
- 3.15 Preparations with bus operators for the introduction of Our Pass were undertaken, ahead of its introduction in September 2019. Usage across the network is being monitored as it becomes fully embedded. Our Pass provides free bus travel for 16-18 year olds on local bus services across Greater Manchester, can be used seven days a week and has no time restrictions for travel. The initiative is a two-year pilot, led by Mayor Andy Burnham and the Greater Manchester Combined Authority, with support from Transport for Greater Manchester. Our Pass has been developed with the Greater Manchester Youth Combined Authority and a number of other youth organisations, groups, schools and colleges.

### **Highways**

- 3.16 Planned disruptions, such as road works, continue to have the largest impact on the highway network although incidents and road works on the Strategic Route Network continue to have an impact on the Key Route Network and local roads.
- 3.17 Commensurate with the school summer holiday period, traffic volumes reduced in August and journey time reliability, particularly during the early morning peak, remained consistently good throughout the month. However, ongoing MSIRR works, particularly around the Chester Road roundabout and changes made to traffic management arrangements, contributed to delays in the PM peak. The removal of traffic management across the entire MSIRR scheme will be delayed beyond the end of August due to slippage in the contractor's programme. Mitigations and messaging to the public are being pursued via Manchester City Council and the contractor
- 3.18 The planned closure of Mancunian Way on 3-4 August occurred without any issues, with TDM messages and diversion routes issued and publicised in advance.
- 3.19 The MSIRR Phase 1 works are now nearing completion, with resurfacing works taking place overnight which is minimising disruption on Regent Road and Water Street during the day when traffic is at its heaviest. Advance utility works have started for the Great Ancoats improvement scheme. This is being done off peak to minimise disruption.

- 3.20 Given the scale of highways works scheduled over the next 12 months, we are working with MCC, Salford and Trafford on a coordinated 'regional centre' approach to ensure we can better understand the impact of the proposed schemes and mitigate those impact where ever possible through effective communication and Travel Demand Management.
- 3.21 The 12 month rolling number of people Killed or Seriously Injured (KSI) on GM roads has remained stable but is still in excess of the DfT forecast.

#### 4 NETWORK PERFORMANCE SCORECARD

<b>Metrolink<sup>1</sup></b>	Status	Target	Achieved	Trend
Metrolink Punctuality	G	90%	90%	S
Metrolink Reliability	A	99%	97.3%	W
<b>Rail<sup>1</sup></b>	Status	Target	Achieved	Trend
Northern Punctuality (PPM)	R	84.4%	76.2%	W
Northern Reliability (CaSL)*	R	6%	6%	W
Northern Right Time	R	52.3%	44.7%	W
TPE Punctuality (PPM)	R	87.7%	70.9%	W
TPE Reliability (CaSL)	R	6.0%	14.5%	W
TPE Right Time*	R	50%	30.6%	W
Network Rail Delay Minutes	R	43,603	63,556	W
<b>Bus<sup>2</sup></b>	Status	Target	Achieved	Trend
Network Bus Service Reliability	G	97.0%	98.13%	S
Commercial Bus Service Reliability	G	97.0%	97.90%	S
Subsidised Bus Service Reliability	G	97.0%	99.12%	I
Network Bus Overall Punctuality	G	80.0%	88.72%	I
Commercial Bus Overall Punctuality	G	80.0%	88.46%	I
Subsidised Bus Overall Punctuality	G	80.0%	89.65%	I
Network Bus Regularity	R	97.0%	96.64%	S
Commercial Bus Regularity	R	97.0%	96.64%	S
Subsidised Bus Regularity	G	97.0%	n/a	n/a
<b>Highways<sup>2</sup></b>	Status	Target	Achieved	Trend
Highways Journey Time Reliability	G	90.0%	91%	I
Highways Level of Delay (Average)	G	30.0%	29%	I
<b>Network Safety</b>	Status	Predicted	Actual	Trend
Killed and Seriously Injured (rolling 12m to Mar '19)	R	576	699	I
<i>* TfGM assumed targets set, to be finalised at a later date.</i>				

See Appendix A for glossary.

**Reporting Periods:** 1 – Period 5 (20 July to 17 August)  
2 – August 2019

**Trend key:** W = Worsening, S= Stable, I = Improving



## Glossary

Measure	Description	RAG thresholds
Metrolink Punctuality	Percentage of trams departing less than two minutes late.	GREEN if equal to or above 90% RED if less than 90%.
Metrolink Reliability	Percentage of planned miles operated.	Target for 2019 is 99%. RED if less than 97%. AMBER if 99% - 97%. GREEN if 99% or above.
Northern Punctuality (PPM)	PPM = Public Performance Measure. The percentage of services arriving at destination (having called at all scheduled stops) within 5 minutes of the planned arrival time.	GREEN if equal to or above the target. RED if below target.
Northern Reliability (CaSL)	CaSL= Cancelled and Significant Lateness. % of services part/fully cancelled or arriving at their destination later than 30 minutes after scheduled arrival time.	No industry targets set. RED if trend is worsening over consecutive periods. AMBER if stabilising of consecutive periods. GREEN if improving over consecutive periods.
TPE Reliability (CaSL)	CaSL= Cancelled and Significant Lateness. % of services part/fully cancelled or arriving at their destination later than 30 minutes after scheduled arrival time.	Target for Period 4 is 6%. RED if above target. AMBER if equal to target. GREEN if below target.
TPE Punctuality (PPM)	PPM = Public Performance Measure. The percentage of services arriving at destination (having called at all scheduled stops) within 10 minutes of the planned arrival time.	GREEN if equal or above the target. RED if below target.
Northern Right Time	% of recorded station stops where the train arrived less than one minute later than its advertised time.	Target for Period 4 is 52.3%. GREEN if above or equal to target. RED if below target.
TPE Right Time	% of recorded station stops where the train arrived less	No industry targets set. RED if trend is worsening over consecutive periods.

Measure	Description	RAG thresholds
	than one minute later than its advertised time.	AMBER if stabilising of consecutive periods. GREEN if improving over consecutive periods.
Network Rail Delay Minutes	Total number of Train Operator Delay minutes attributable to Network Rail.	GREEN if equal to or below the target. RED if above target.
Bus Service Reliability	Scheduled Service Reliability – measured by the percentage of observed bus departures from a given location compared to the service provision promised to the public.	GREEN if equal to or above the target. RED if below target.
Bus Overall Punctuality	Scheduled Service Punctuality – measured by the percentage of ‘on-time’ observed bus departures from a given location. The definition of an on-time departure is one which is between 60 seconds early and 5 minutes and 59 seconds late, inclusive.	GREEN if equal to or above the target. RED if below target.
Bus Regularity	Frequent Service Regularity – measured by the percentage of occasions where the gap between services is either over 2 times the service headway, or 10 minutes, whichever is the larger number. Service Regularity encapsulates both the reliability and punctuality aspect of a frequent service.	GREEN if equal to or above the target. RED if below target.
Highways Journey Time Reliability (JTR)	% of highway journeys completed within an ‘acceptable journey time’, defined as the typical journey time +25%.	GREEN > = 90% AMBER 80-90% RED < 80%

Measure	Description	RAG thresholds
Highways Level of Delay (Average)	The difference between the typical journey time (median) and the optimum journey time (5th percentile) during the peak period.	GREEN < 30% AMBER 30-50% RED >= 50%
Killed & Seriously Injured (KSI)	Number of people killed or seriously injured on GM roads.	GREEN if equal to or below the annual forecast projection. RED if above forecast. (DfT developed a forecast for KSI casualties, as part of the Road Safety Strategy. This forecast (based on a central projection) was for a 40% reduction in KSI casualties by 2020 against a 2005-09 baseline. For GM this was no more than 550 KSI per year casualties by 2020.)

# Metrolink Performance Network Summary

KeolisAmey Metrolink aim to deliver a reliable service to our customers. We want to share with you how we are performing.

This report covers our four-week period between:

**21 July until 17 August 2019**

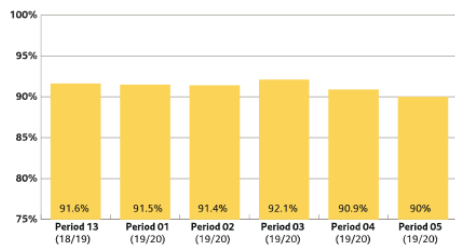
## How we performed



### Punctuality

Percentage of trams departing less than two minutes late.

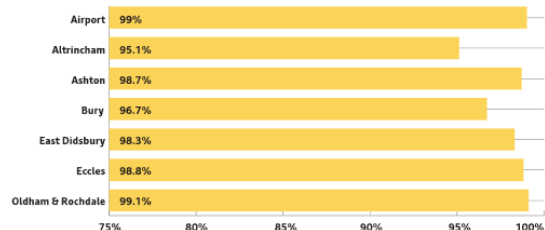
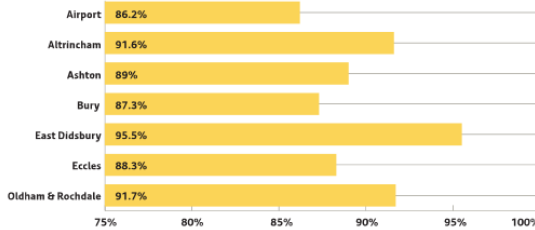
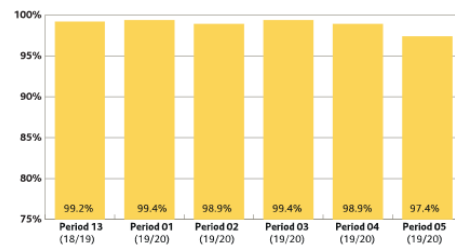
**90%**



### Reliability

Percentage of planned miles operated.

**97.4%**



### Cancellations

Journeys cancelled.

**0.70%** of all planned journeys.



### Short journeys

Incomplete journeys.

**0.91%** of all planned journeys.

**Aline Frantzen**

Managing Director at KeolisAmey Metrolink

Issued on 19 August 2019



Metrolink is operated on behalf of  
Transport for Greater Manchester by  
**KEOLIS amey**  
Metrolink

## Greater Manchester Transport Committee

Date: 11 October 2019

Subject: Metrolink Annual Performance Report

Report of: Daniel Vaughan, Head of Metrolink, TfGM

### PURPOSE OF REPORT

Provide an overview of the operational performance of Metrolink services.

### RECOMMENDATIONS:

Members are asked to note the performance of Metrolink services.

### CONTACT OFFICERS:

Daniel Vaughan	Head of Metrolink	0161 244 1519 <a href="mailto:daniel.vaughan@tfgm.com">daniel.vaughan@tfgm.com</a>
Victoria Mercer	Metrolink Service Delivery Manager	0161 244 1737 <a href="mailto:victoria.mercer@tfgm.com">victoria.mercer@tfgm.com</a>

Risk Management – n/a

Legal Considerations – n/a

Financial Consequences – Revenue – n/a

Financial Consequences – Capital – n/a

Number of attachments included in the report: 2

- Appendix 1: Period date listing
- Appendix 2: Metrolink Performance

**BACKGROUND PAPERS:**

- Metrolink Service Performance – 28 April 2019

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		N/A
GMTC	Overview & Scrutiny Committee	
N/A	N/A	

## **1 ABOUT METROLINK**

- 1.1 Metrolink is the largest urban light rail network in the UK. It provides a fast, frequent service which is fully accessible to all, running 7 days a week, 364 days of the year.
- 1.2 The Metrolink network is owned by TfGM and is operated on TfGM's behalf through a contract with KeolisAmey Metrolink (KAM).
- 1.3 The network uses high-floor trams with raised platform stops and currently carries approximately 45 million passengers each year.
- 1.4 There are currently 120 trams serviced from two depots with 103 required to operate the weekday morning peak service. 10-12% of the fleet are usually undergoing maintenance.
- 1.5 Trams service 93 stops covering routes totalling just under 100 Km. When the Trafford Park Line opens in 2020, an additional 6 stops will open, and the network will expand to cover 102.5 km. Metrolink is the most accessible of the public transport networks in Greater Manchester, providing step free access to all stops.

## **2 ANNUAL PERFORMANCE SUMMARY**

- 2.1 The Metrolink Annual Report provides a performance summary for the Period 19 August 2018 (Period 6 2018/19) through 17 August 2019 (Period 5 2019/20).
- 2.2 Metrolink continues to grow, with 45.0 million trips recorded on the network for the 12-month period leading up to the end of August 2019, an increase of 3 million trips compared to the equivalent period in August 2018 (42 million trips).
- 2.3 Additional capacity was added to the network with the number of double units increasing on the Altrincham, Bury and East Didsbury lines. Capacity on the Ashton line was increased, changing to a 6-minute service frequency in January 2019.
- 2.4 A change to zonal fares was implemented, reducing the number of ticket combinations, simplifying the ticket offering for customers. Metrolink has recently introduced a contactless "touch-in, touch-out" service to give customers even more flexible, value for money options.
- 2.5 99.2% of scheduled miles were operated during the 12 months to August 2019 against a performance target of 99.4%.

- 2.6 Punctuality on the network was 90.5% against a target of 90%. This was despite facing several significant operational challenges during certain periods of the year.
- 2.7 A sustained period of high temperatures resulted in a significant number of tram faults during the summer period in both 2018 and 2019. These combined with an increase in road traffic collisions adversely affected vehicle availability and reliability which came in below target.
- 2.8 Network infrastructure performance delivered above target, with relatively few service affecting faults being recorded during the 12-month period to August 2019. Only 3 periods recorded results below target, primarily due to issues with signalling or overhead line faults, the most serious of which, an overhead line fault near MediaCity UK, resulted in a downtime period of 2 days on the Eccles line.
- 2.9 Recorded incidents of crime and anti-social behaviour on the network increased, primarily as a result of KAM measuring and enforcing byelaw infringements from January 2019. A number of high-profile crime incidents took place on the network during the year. Work continues in partnership with KAM, TfGM and GMP to address crime and anti-social behaviour on the network.
- 2.10 Changes at GMP will mean more uniformed police officers dedicated to broader transport policing in Greater Manchester. This renewed focus is welcome and will be implemented before the end of 2019.
- 2.11 Customer satisfaction was measured by Transport Focus, the Independent National Body which advocates for passengers on public transport including bus and rail. Metrolink has been nominated by Transport Focus for the 'Rail Operator of the Year' at this year's National Transport Awards.
- 2.12 Customer satisfaction ratings for Metrolink remain high at 90%. 60% of customers were satisfied that Metrolink provided "value for money", an improvement on the 2017 result. Customer contacts were down overall with ticket vending machines the number one source of complaints.
- 2.13 KAM continues to drive social value through the Metrolink contract, with an improved approach to environmental management, engagement with schools and youth groups as well as 28 new apprentices and trainees from underprivileged backgrounds across Greater Manchester. More than 40% of procured products and services are now sourced within a 25-mile radius of Greater Manchester.
- 2.14 TfGM and KAM continue to benchmark Metrolink against similar networks. A recent study commissioned by KAM found that the section between Cornbrook and St Peters Square is the busiest section of the light rail anywhere in the world. A separate independent study ranked Metrolink as 5th best from 32 networks studies, and first for "utilisation of assets".

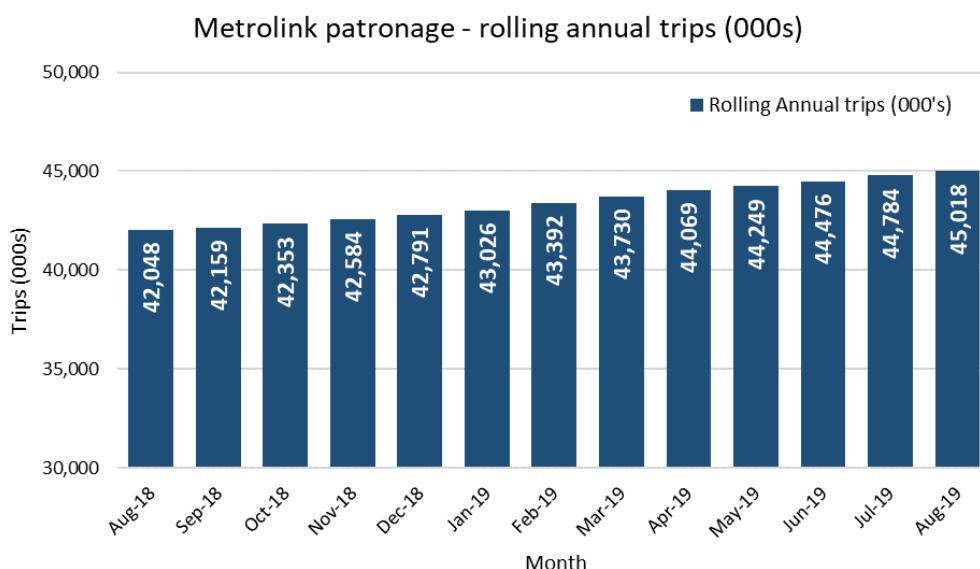


2.15 Work continues at pace to ensure that the Trafford Park Line is ready for operational service in 2020. 27 new trams were ordered in advance of Trafford Park line opening, with the trams due for a phased delivery starting in 2020.

### 3 PATRONAGE

3.1 Patronage measures the number of trips that are being made on the network.

3.2 The rolling annual patronage to the end of August 2019 was circa 45 million trips, with the annual target of 43 million trips reached in December 2018.



3.3 The network has continued to see significant growth which is in the region of 3 million trips higher than the equivalent 12-month period to the end of August 2018.

(12 months to August)	2015	2016	2017	2018	2019
Metrolink Patronage (000 trips)	32,400	35,700	39,600	42,000	45,000

3.4 Year on year there has been a healthy patronage increase on all lines, with the exception of the Ashton line. We are working in partnership with KAM to invest in demand and operational modelling tools which will enable us to maximise existing capacity on the network and support the future growth in patronage.

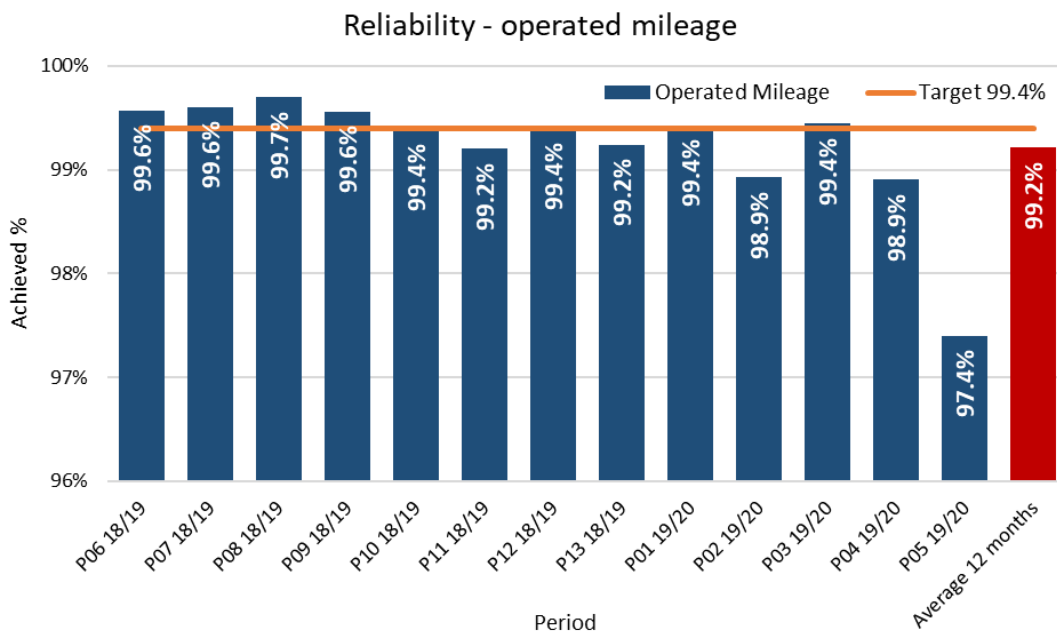
3.5 The demand for additional capacity is increasing across the network, despite additional doubles running on Altrincham, Bury and East Didsbury lines since early in 2018. Capacity was enhanced with the introduction of the six-minute service on the Ashton line in January 2019 to stimulate additional patronage growth.

## 4 OPERATIONAL PERFORMANCE

### Reliability

4.1 Reliability is measured by operated mileage. Operated mileage is the number of tram vehicle miles operated verses the number of scheduled miles.

4.2 A miles operated target of 99.4% was set for the year 2018/19, with the annual average reliability measure being achieved across the full duration of the year.



4.3 Network reliability fell short of the annual target in Periods 11 and 13 2018/19, and fell significantly below target in Period 2, Period 4 and Period 5 2019/20. A combination of factors influenced operational shortfalls during these periods, including:

- An increase in road traffic collisions in Periods 2, 4 and 5;
- Signal failures at Victoria and service disruption due to a youth strike against climate change;

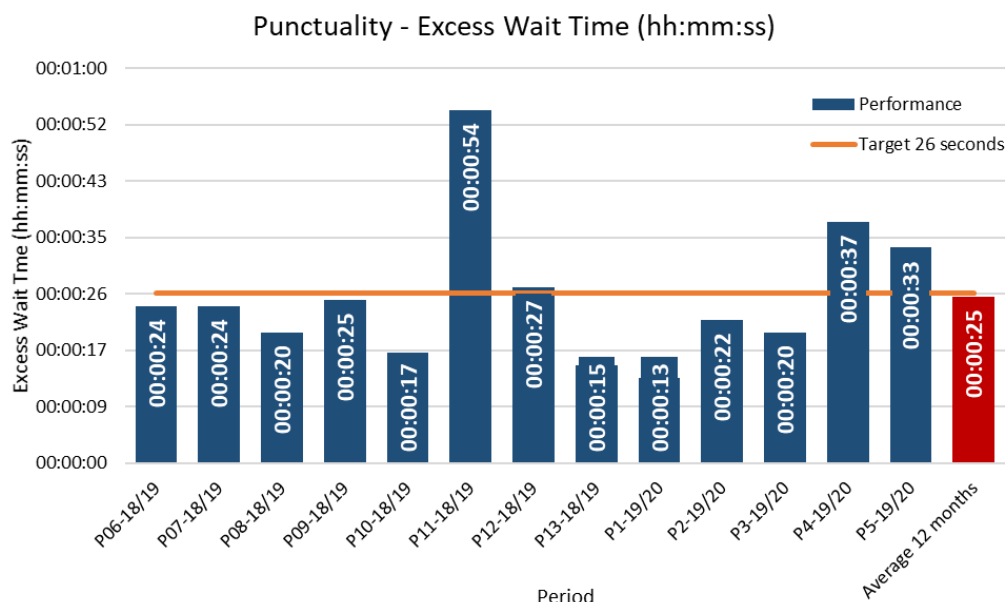
- Points failures in Bury, Eccles, at Victoria and at St Peter’s Square;
- Damage to a pantograph at Deansgate-Castlefield during Period 5 and at Eccles during Period 11;
- a cracked rail at Victoria, and
- an increase in the number of tram faults during a sustained period of hot weather conditions.

4.4 Reliability results remained consistently above the annual target between Period 6 (start 19 August 2018) and Period 9 (end 11 November 2018) and was at target in Period 10 (09 December 2018– 05th January 2019). Collectively these periods account for the highest seasonal variation in patronage across the duration of the year, therefore delivery of consistent and good operational performance across this duration was extremely positive.

### Punctuality - Excess Wait Time

4.5 Excess Wait Time (EWT) is a measure of punctuality. It is the average time passengers wait over what would have been expected if the service was running exactly as scheduled. For Metrolink, Excess Wait Time will be 3 minutes +x seconds for 6 minute, or 6 minutes +x seconds for 12-minute service frequency.

4.6 The EWT average performance for the 12 months to August 2019 was 25 seconds, marginally below the 26 second target.



4.7 As previously referenced, performance during Period 4 had a significant impact on the resulting annual average. In addition, Period 11 (06 January – 02 February 2019) was also a particularly challenging period, with factors affecting punctuality across the network including:

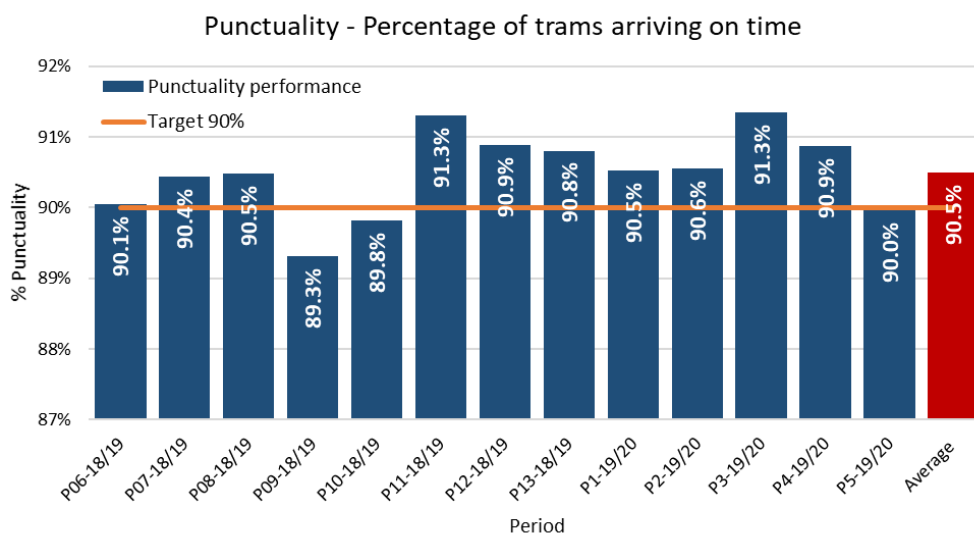
- A pantograph failure on the Eccles line at Harbour City on 17th January;
- A car incursion onto the track on the Rochdale line resulting in a four hour delay during the evening peak period; and
- Significant snowfall during the morning peak period on the 30th January 2019 affecting all transport networks across Greater Manchester.

4.8 This followed five consecutive periods of network punctuality being at, or better than target across the busiest periods of the year.

**Punctuality - Percentage of trams operating to time.**

4.9 TfGM also reports on the percentage of trams arriving at stops within the 6- or 12-minute service frequency. This measure is reported publicly on the tfgm.com website, and broken down on a line by line basis (see Appendix 2).

4.10 The annual average punctuality performance covering the 12 months (13 periods) between August 2018 and August 2019 was marginally better than target at 90.5%.

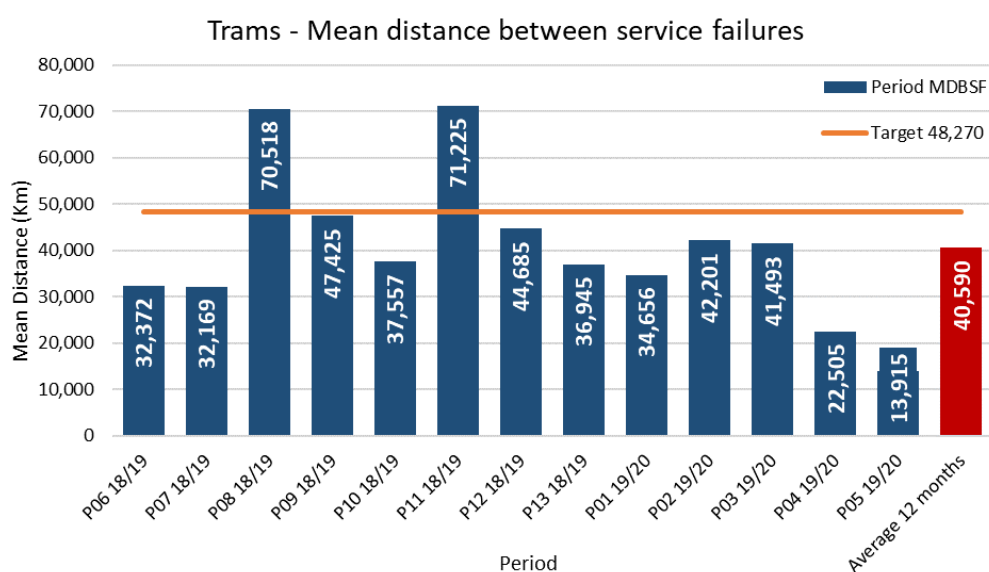


4.11 Although Period 11 was challenging in relation to Excess Wait time, with the exception of 17th January (on time falling to 79%) and 30th January 2019 (on time performance 88%), the percentage of trams arriving on time was particularly strong with non-disruption days averaging 92% on time within Period 11.

4.12 The percentage of trams arriving on time during Period 9 (11th November – 8th December 2018) reflected the impact of significant road traffic issues within Manchester City Centre as a result of Regent Road works, midweek football match ingress and crowding at the City Centre Christmas markets which required service diversions around the City Centre utilising Market Street rather than Exchange Square. This disruption continued into, and was reflected within Period 10 punctuality results.

**Asset reliability - Trams**

4.13 The distance between service affecting failures provides a comparison of asset reliability by type of asset.



4.14 30 service failures per period were reported in both Period 6 and Period 7 2018/19, with contributing factors including an increased number of brake and air conditioning faults resulting from increased temperatures, and higher numbers of road traffic collisions.

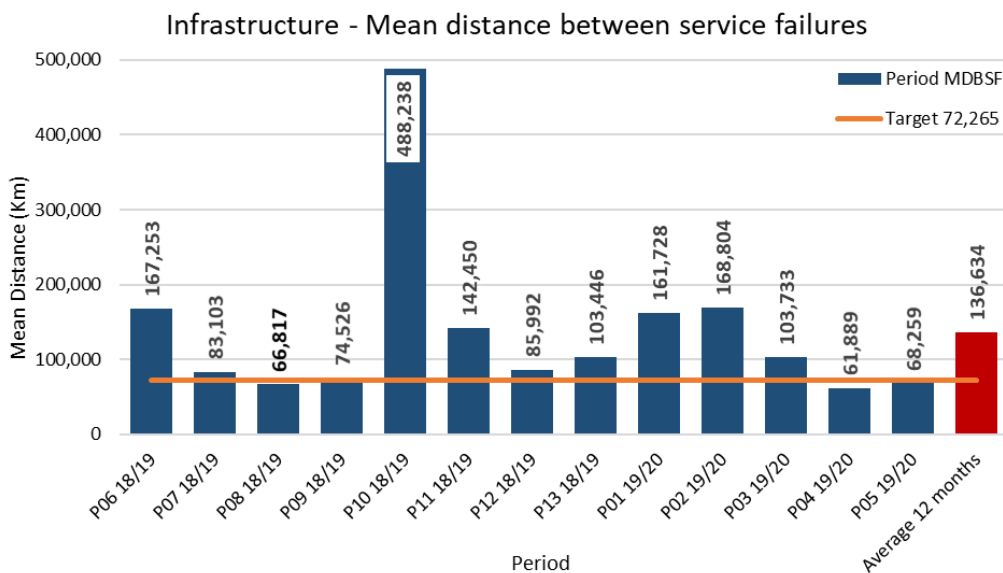
4.15 Period 13 2018/19 and Period 1 2019/20 were adversely impacted by a number of tram in service failures, axle bearing issues and fractures on the roof frames of a number of vehicles.

4.16 As referenced in the “Reliability” section, tram availability was significantly affected by adverse weather conditions, road traffic collisions and a pantograph failure in Period 4 and Period 5 19/20

4.17 Consequently, the rolling 12-month operational performance fell short of target (48,270 km) by approximately 7,500 km.

## Asset reliability - Infrastructure

4.18 Infrastructure reliability performance, in terms of service distance travelled between failures, was well in excess of the annual target, only falling below target three times during the year.



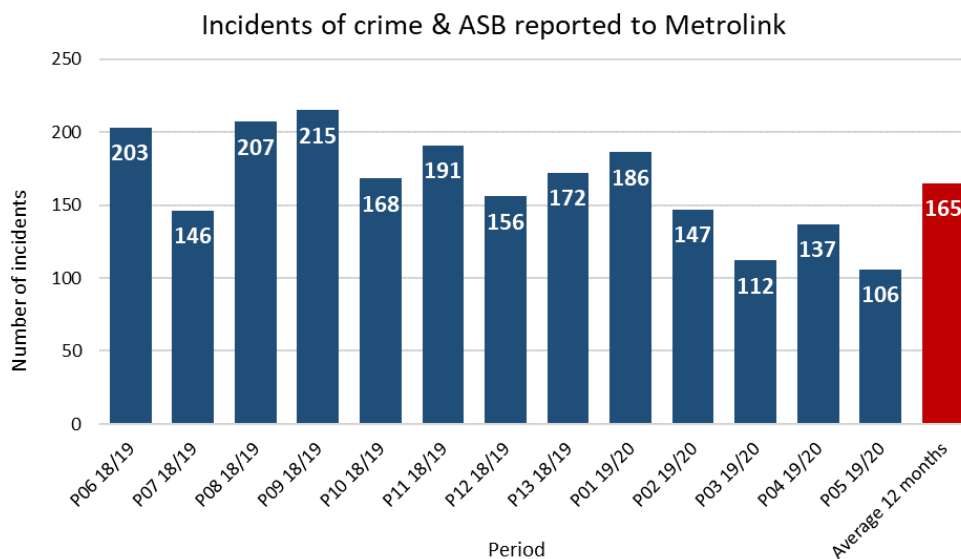
4.19 In addition to issues already referenced occurring in Period 4 and Period 5 2019/20, Period 8 (14th October – 10th November 2018) also failed to hit target.

4.20 Infrastructure failures in Period 8 included a signalling failure at Queens Rd, point's failures and communications (fibre optic network) failures at St Peter's Square and between Bury and Whitefield.

## Crime & Anti-Social Behaviour

4.21 On average, 165 incidents of crime and anti-social behaviour per month were reported to Metrolink across the duration of the year, the majority occurring at night.

4.22 Significantly higher number of incidents were reported in Period 6, Period 8 and Period 9, with periods 6 and 8 closely correlated to dates of school holidays within Greater Manchester.

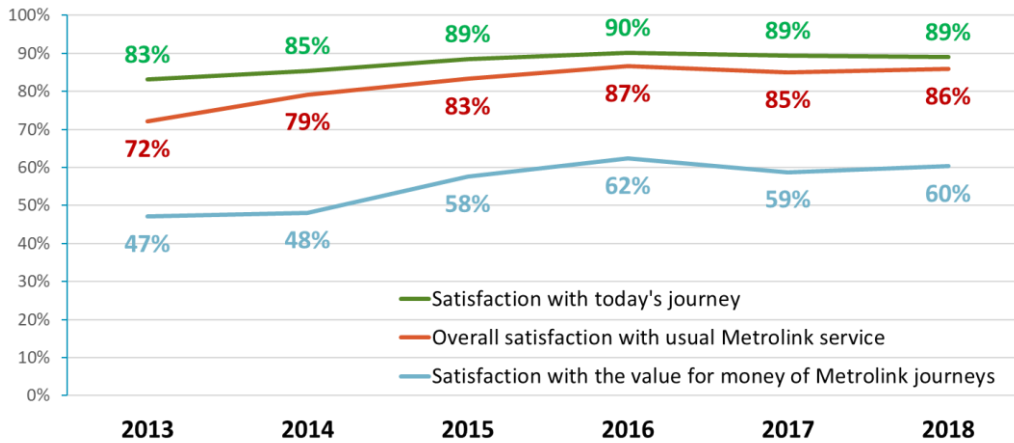


- 4.23 Several high-profile incidents of crime and anti-social behaviour occurred during the year, with a number of these incidents being reported on the Oldham Rochdale line.
- 4.24 TfGM has been working closely with KAM and GMP over the duration of the year to identify hotspot areas and direct additional resources to address crime and anti-social behaviour on the network.
- 4.25 A significant increase in tram surfing incidents was recorded during the year, with over 63 separate incidents reported between July 2018 and the end of August 2019. A multi-agency group was formed comprising TfGM, KAM and GMP representatives, and a number of initiatives implemented to address the issue. The average number of tram surfing incidents has reduced from 7 incidents per period pre-March 2019, to 3 incidents per period post-March 2019.
- 4.26 As a result of byelaws being enforced on the Metrolink network, total recorded incidents have increased from 1,570 in 2017/18 to 2,063 in 2018/19.

**Customer Satisfaction**

- 4.27 Transport Focus has undertaken a program of customer surveys across the Metrolink network from October 2013, measuring passenger satisfaction across several variables including overall journey experience and value for money.
- 4.28 Significant increases in customer satisfaction ratings have been recorded since the survey began, demonstrating positive ratings against a context of increasing patronage over the period.

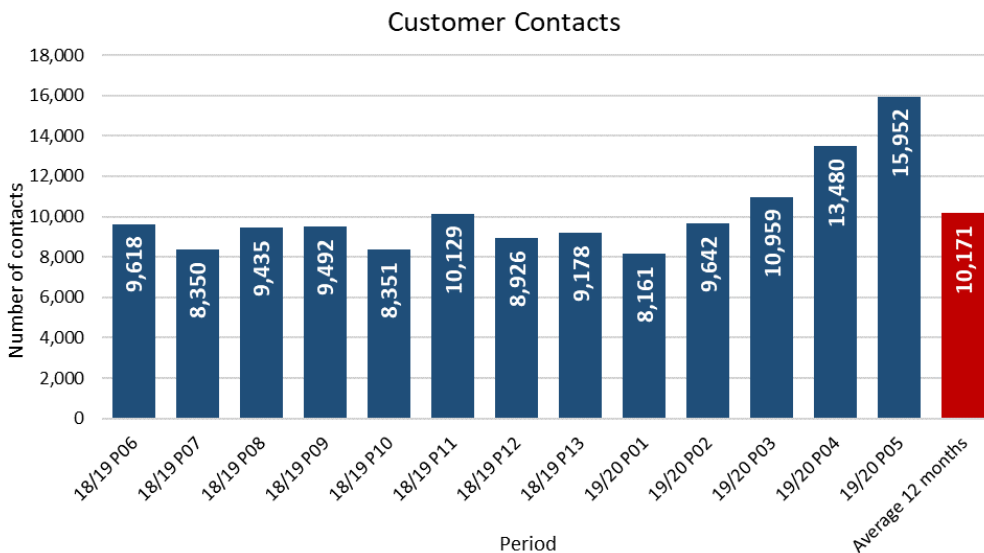
### TfGM Metrolink customer satisfaction indicators



4.29 A target of 90% customer satisfaction with today’s journey has been set as a key performance indicator, with performance from the 2018 survey marginally below the set target at 89%.

### Customer contacts and complaints

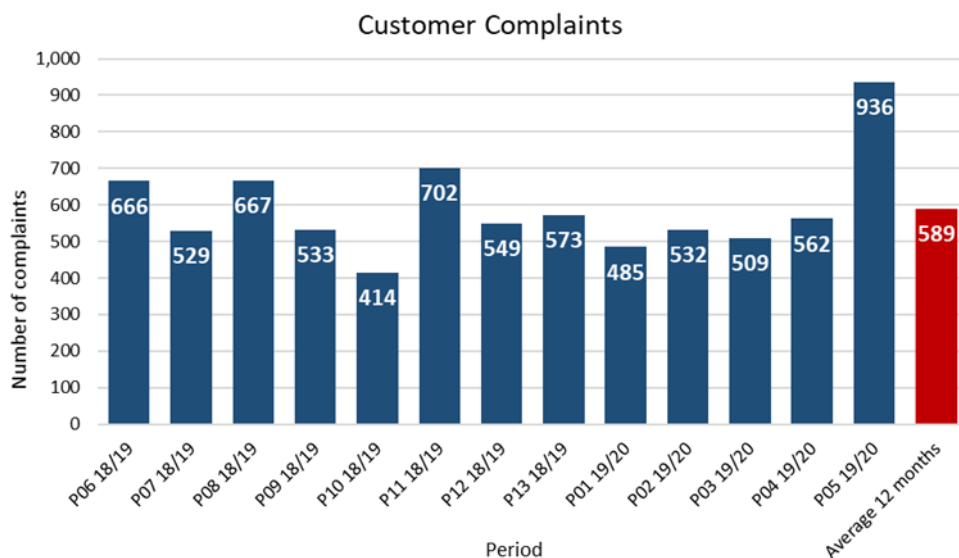
4.30 113,700 customer contacts were dealt with over the duration of the year, averaging at just over 10,000 customer contacts per period (excludes twitter contact).



4.31 The category of contacts varies by period, but general enquiries about the network typically account for a third of contacts. During the period of change to zonal fares in January 2019, customer contacts regarding tickets increased to over 20% of enquiries (from an average of 18%).



4.32 Complaints account for 1 in every 16 customer contacts. As per enquiries, the category of complaint varies on a period basis, but cash lost in Ticket Vending Machines is consistently the highest complaint category, followed by service disruption and inappropriate behaviour on the network.



## 5 CAPITAL PROGRAMME

### Trafford Park Line

- 5.1 The Trafford Park Line project made excellent progress during the year with most of the civil engineering and highway works completed ahead of schedule.
- 5.2 The main electrical, overhead line and control systems work is now firmly underway with a view to testing trams on the live system from January.
- 5.3 Works to transform the highway network to facilitate the Trafford Park Line will be completed at the end of 2019.
- 5.4 Works are continuing to transform the Crumpsall Metrolink stop in preparation for the start of the new Trafford Park Line service during 2020.
- 5.5 Several engineering possessions took place on the Bury Line throughout the year to install new rails, overhead line and signalling systems at Crumpsall as well as new passenger facilities. The Crumpsall works will be completed by the end of the year.

## **Fares and Ticketing**

- 5.6 Two major developments in Metrolink fares and ticketing took place in the first half of 2019, the changes to a zonal fare system and the introduction of contactless payments.
- 5.7 The introduction of zonal ticketing significantly simplified Metrolink ticketing to make it more flexible and convenient for customers.
- 5.8 The introduction of contactless payments in July removed the need to buy a ticket or download an app, giving passengers flexibility in the way they interact with Metrolink services. The system “caps” the daily amount that passengers pay at the value of the equivalent travelcard once passengers touch-in and touch-out at platform validators for each leg of their journey.
- 5.9 As of mid-September, over 250k journeys have been made on the new contactless system. While the system is a success, there remains a significant number of customers failing to “touch off” at platform validators to complete their journey resulting in some overcharge. TfGM provides refunds where applicable and is looking at ways to make touching out more consistent.

## **New trams**

- 5.10 An order for 27 new Bombardier M5000 trams was placed during the year. The trams will start to arrive and enter passenger service during 2020.
- 5.11 Several infrastructure changes are required to facilitate the additional capacity that the trams will bring such as new substations, depot stabling facilities and park and ride enhancements at Whitefield and Radcliffe.

## **Other enhancements**

- 5.12 Several other significant enhancements are underway across the network including upgrades to passenger facilities at Cornbrook and Shudehill tram stops.
- 5.13 Progress has also been made with respect to upgrading Heaton Park and Whitefield stops, with the aim of completing improvement works in 2020.

## **6 Corporate Social Responsibility**

- 6.1 KAM has broadened the scope of the customer facing Ambassador role over the past 12 months. The role prioritises customer engagement and forges links with local communities.

- 6.2 A bespoke programme of activity has been delivered with local schools and several initiatives have been undertaken with the wider community. The following are just a few examples of activities which have taken place in the past year:
- Sponsorship of six mentees at Chorlton High School;
  - Continuing engagement with the “Women in Engineering” campaign;
  - Close partnership working with youth offending teams to deliver presentations on the impact of anti-social behaviour and crime;
  - Ongoing work to provide food bank donation boxes at both Metrolink depots; and
  - Promotion of independent lifestyles and supporting people with a disability through work with the Pure Innovations organisation.
- 6.3 KAM has committed to apprenticeships within the local community, employing 28 new apprentices and trainees from underprivileged backgrounds across Greater Manchester in the last year.
- 6.4 More than 40% of procured products and services are now sourced within a 25-mile radius of Greater Manchester, ensuring that we continue to support industry and employment within and around the region.
- 6.5 These activities are designed to showcase the Metrolink brand in a positive light by educating a diverse range of the Manchester community on behaviours and safety, as well as supporting projects which champion local vulnerable communities.

## **7 RECENT OPERATIONAL PERFORMANCE**

- 7.1 As the charts in earlier sections of this report show, performance in the most recent quarter has been impacted by several road traffic collisions as well as signalling issues in key locations. As a consequence of this challenging period, a number of trams have been out of service for repairs. Some of these have been out of service for some time due to the lead time for replacement parts. The outcome is that vehicle availability struggled for a time to meet the requirements to operate peak weekday service and therefore a number of services which would have operated as a double unit, have had to operate as a single unit. Gradually these trams have come back online but the capacity challenge will not be fully resolved until the new batch of trams become operational.

- 7.2 Vehicle reliability and availability will continue to be monitored at a senior level by both KAM and TfGM.
- 7.3 KAM's Operational Incident Reduction Group continues to visit key locations on the network where high numbers of road traffic collisions occur. A recent site visit to the Ashton line took place with Tameside Council and similar meetings will take place in other Local Authority areas with a view to making changes at key junctions to improve road safety.
- 7.4 Despite these recent challenges, performance is returning to targeted levels. The ability to provide capacity to meet demand remains our biggest challenge but with the Trafford Park line opening and new trams arriving in 2020 the outlook for Metrolink passengers is good.

**Danny Vaughan**  
**Head of Metrolink**

## Appendices

### Appendix 1 – Period date listing

*This report details the highlighted Period/s*

Financial Year	Period	Start Date	End Date
2018/19	1	01-Apr-18	28-Apr-18
2018/19	2	29-Apr-18	26-May-18
2018/19	3	27-May-18	23-Jun-18
2018/19	4	24-Jun-18	21-Jul-18
2018/19	5	22-Jul-18	18-Aug-18
2018/19	6	19-Aug-18	15-Sep-18
2018/19	7	16-Sep-18	13-Oct-18
2018/19	8	14-Oct-18	10-Nov-18
2018/19	9	11-Nov-18	08-Dec-18
2018/19	10	09-Dec-18	05-Jan-19
2018/19	11	06-Jan-19	02-Feb-19
2018/19	12	03-Feb-19	02-Mar-19
2018/19	13	03-Mar-19	30-Mar-19
2019/20	1	01-Apr-19	28-Apr-19
2019/20	2	28-Apr-19	25-May-19
2019/20	3	26-May-19	22-Jun-19
2019/20	4	23-Jun-19	20-Jul-19
2019/20	5	21-Jul-19	17-Aug-19
2019/20	6	18-Aug-19	14-Sep-19
2019/20	7	15-Sep-19	12-Oct-19
2019/20	8	13-Oct-19	09-Nov-19
2019/20	9	10-Nov-19	07-Dec-19
2019/20	10	08-Dec-19	04-Jan-20
2019/20	11	05-Jan-20	01-Feb-20
2019/20	12	02-Feb-20	29-Feb-20
2019/20	13	01-Mar-20	31-Mar-20

# Metrolink Performance

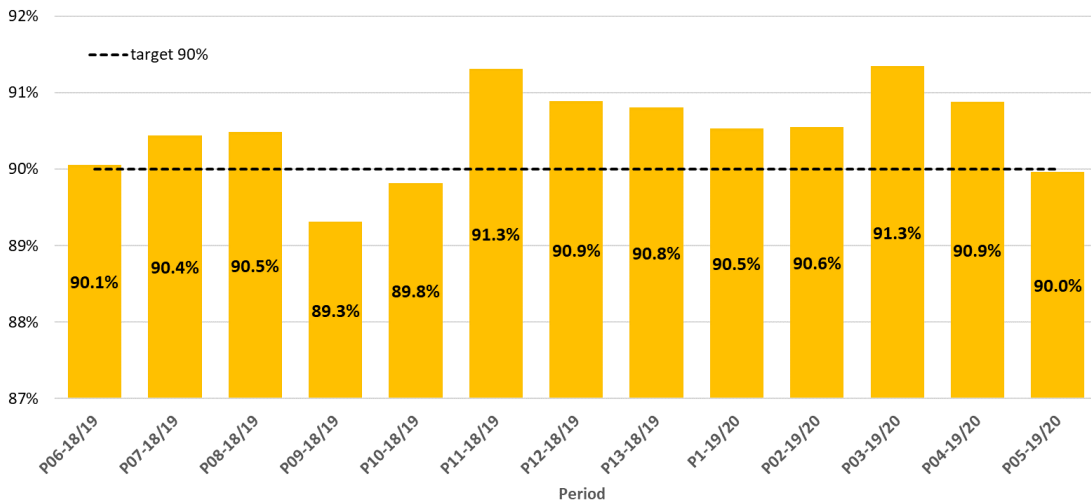
## Network Summary



### Punctuality

Percentage of trams departing less than two minutes late.

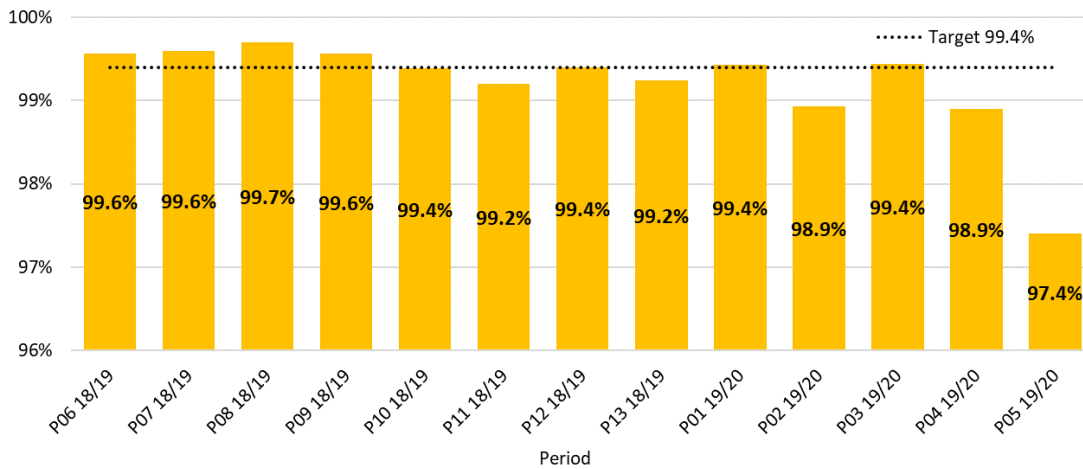
**Average: 90.5%**



### Reliability

Percentage of planned miles operated.

**Average: 99.2%**



**Greater Manchester Transport Committee  
Report for Approval**

Date: 11 October 2019

Subject: Forthcoming Changes to the Bus Network

Report of: Alison Chew, Interim Head of Bus Services, TfGM

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**PURPOSE OF REPORT**

- i. To inform Members of the changes that have taken place to the bus network since the last Greater Manchester Transport Committee meeting, in addition to reporting on consequential action taken or proposed by Transport for Greater Manchester; and
- ii. To seek guidance from Members on proposed Transport for Greater Manchester action.

**RECOMMENDATIONS:**

Members are asked to

- i. note and comment as appropriate on the changes to the commercial network and the proposals not to replace the de-registered commercial services as set out in Annex A;
- ii. agree that no action is proposed in respect of changes or de-registered commercial services as set out in Annex A;
- iii. agree that the proposed action is taken in respect of changes or de-registered commercial services as set out in Annex B; and
- iv. approve the proposed changes to general subsidised services set out in Annex C.

**CONTACT OFFICERS:**

Alison Chew	Interim Head of Bus Services	0161 244 1726 <a href="mailto:alison.chew@tfgm.com">alison.chew@tfgm.com</a>
Nick Roberts	Head of Services & Commercial Development	0161 244 1173 <a href="mailto:nick.roberts@tfgm.com">nick.roberts@tfgm.com</a>

Risk Management – n/a

Legal Considerations – n/a

Financial Consequences – Revenue – see paragraph 2 and Part B report

Financial Consequences – Capital – n/a

Number of attachments included in the report: main report only

**BACKGROUND PAPERS:**

- o Forthcoming Changes to the Bus Network report to the Greater Manchester Transport Committee, 9 August 2019.

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		N/A
GMTC	Overview & Scrutiny Committee	
N/A	N/A	



## **1. INTRODUCTION AND BACKGROUND**

- 1.1 The Transport Committee considers all matters relating to the operation and service performance of the bus network in Greater Manchester, including commercially registered and subsidised services; Demand Responsive Services, bus stations and bus stops; passenger information services; contract monitoring; vehicle standards; and passenger safety for the subsidised bus network.
- 1.2 Acting under delegated authority, the Transport Committee is tasked to review closely and approve all proposed changes to the subsidised bus network and ensure that the cost of the subsidised general services is kept within the appropriate budget or any cash limits. This is achieved through:-
- rationalisation of existing services whilst maintaining key links on the network;
  - engaging with operators with the objective of them taking on “marginal commercial” services; and
  - continuing to redesign and restructure grouped services to ensure that maximum value is obtained from subsidy.
- 1.3 In general, withdrawals, reductions or amendments to services are currently only planned at the date of next renewal of the contract concerned and proposed changes will be reported to this Committee.
- 1.4 The governance process that leads up to the reporting to the Transport Committee involves the scrutiny of all tendered services at TfGM’s Tender Panel that consists of representatives from Legal, Procurement and Finance as well as TfGM’s Operational Service Planning and Network Performance departments.

## **2. 2019/20 BUDGET SUMMARY**

- 2.1 The summary provides the current position on the 2019/20 Subsidised Bus Services budget for the 3 month period to 31 August 2019.

	Year to date - August 2019				Budget
	Actual £000	Budget £000	Variance £000	%	2019/20 £000
<b>General Network Costs</b>					
General Bus Services	7,488	7,431	(57)	(0.8%)	19,505
Local Link	1,016	966	(51)	(5.2%)	2,335
Shuttles	914	892	(21)	(2.4%)	2,129
Sub-Total General Network	9,418	9,289	(129)	(1.4%)	23,969
<b>Schools Services Costs</b>	4,953	5,174	221	4.3%	13,895
<b>Total – Subsidised Services costs</b>	<b>14,371</b>	<b>14,463</b>	<b>93</b>	<b>0.6%</b>	<b>37,864</b>
<b>General Network Income</b>					
General Bus Services	1,405	1,347	58	4.3%	3,230
Local Link	141	123	18	14.6%	294
Shuttles	393	441	(48)	(10.8%)	1,031
Sub-Total General Network	1,939	1,911	28	1.5%	4,555
<b>Schools Services income</b>	2,318	2,456	(138)	(5.6%)	5,709
<b>Total – Subsidised Services income</b>	<b>4,257</b>	<b>4,367</b>	<b>(110)</b>	<b>(2.5%)</b>	<b>10,264</b>
<b>Net Cost - Subsidised Services</b>	<b>10,114</b>	<b>10,096</b>	<b>(18)</b>	<b>(0.2%)</b>	<b>27,600</b>

### 3. CHANGES TO COMMERCIAL SERVICES (ANNEX A)

3.1 Annex A to this report lists changes to commercial services which, in the view of Transport for Greater Manchester, are not sufficiently significant to require the provision of subsidised service replacements. Brief details of the implications of the changes are provided.

### 4. CHANGES TO THE COMMERCIAL NETWORK (ANNEX B)

4.1 Annex B to this report lists changes to commercial services and provides brief details of the implications of these changes, which officers believe are of sufficient importance to require action by Transport for Greater Manchester. Details of the proposed actions are also provided.

## **5. CHANGES TO GENERAL SUBSIDISED SERVICES (ANNEX C)**

5.1 Annex C to this report lists proposals for changes to general subsidised services on which the views of Members are requested. Information is given about the reasons for proposing these changes.

## **6. FINANCIAL IMPLICATIONS**

6.1 Annex A, presents no financial implications.

6.2 Annex B, financial implications are noted in Part B of the agenda.

6.3 Annex C, financial implications are noted in Part B of the agenda.

## **7. RECOMMENDATIONS**

7.1 Recommendations are set out at the front of this report.

**Alison Chew**

**Interim Head of Bus Services**

**SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK**

**ANNEX A**

The Committee is requested to note the following changes to commercial services:

<b>Dist</b>	<b>Service No. and Route</b>	<b>Operator</b>	<b>Proposed Change</b>	<b>Effective From</b>	<b>Alternative Services</b>	<b>Integration impact (modes/ticketing)</b>	<b>Comments/TfGM officer recommendations</b>
SD	<b>13</b>  Salford Quays – Eccles – Worsley	<b>Diamond</b>	Service, which was introduced in January 2019, is withdrawn.	27/10/2019	Service 33 (Go North West) provides a direct alternative along most of this route (Worsley to Eccles New Road).  Service 34 (Stagecoach) provides the link between Worsley and Monton and the 68 (Diamond) between Worsley and Eccles.	System One tickets can be used to interchange with alternative bus services.  Metrolink provides a link between Salford Quays and Eccles.	<b>No TfGM action proposed at this stage.</b>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR RE	<b>17/18/19</b>  <b>Manchester – Middleton</b>	<b>Go North West</b>	Introduction of a consistent 5 minute frequency between Manchester and Middleton, additional evening journeys, more direct buses between Langley and Manchester, additional school day only journeys in morning. Service 19 cancelled and replaced by Service 18 journeys.	27/10/2019	N/A	N/A	<b>No TfGM action proposed at this stage.</b>
MR SD	<b>52</b>  Failsworth – Moston – NMGH – Pendleton - Eccles	<b>Go North West</b>	Service enhanced to operate an evening and Sunday service, with some journeys extended to the Intu Trafford Centre – at present journeys terminate/start at Salford Shopping Centre and Eccles.	27/10/2019	N/A	N/A	<b>No TfGM action proposed at this stage.</b>
OM	<b>80</b>  Oldham –	<b>First Manchester</b>	Monday to Saturday day-time service operating every 30 minutes	28/10/19	N/A	N/A	<b>No TfGM action proposed at this stage.</b>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
	Greenacres – Holts		introduced, replacing the 81A on this section of route.				
OM	<b>81A</b> Manchester – Moston – Oldham – Greenacres – Holts	<b>First Manchester</b>	Monday to Saturday day-time every 30 minutes, service withdrawn.	28/10/19	Service 80 (see above)	N/A	<b>No TfGM action proposed at this stage.</b>
MR OM	<b>82</b> Oldham Bus Station and Sholver,	<b>First Manchester</b>	Monday to Saturday day-time service 82 introduced between Oldham and Sholver, Pearly Bank, replacing this section of the 83 route but with reduced 15 minute frequency.	28/10/19	N/A	N/A	<b>No TfGM action proposed at this stage.</b>
MR OM	<b>83</b> Manchester – Hollinwood – Oldham – Sholver	First Manchester	Monday to Saturday day-time service curtailed to operate between Manchester and Oldham Mumps (10 minute frequency maintained). Evenings and Sundays continue to run through to Sholver.	28/10/19	Service 82 (see above)	N/A	<b>No TfGM action proposed at this stage.</b>
MR OM	<b>84 New</b> Manchester – Grotton/Uppermill	First Manchester	New service 84 will be introduced, maintaining the existing 10 minute service between	27/10/19	N/A	N/A	<b>No TfGM action proposed at this stage.</b>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
			<p>Manchester and Grotton and 3 buses an hour between Oldham and Uppermill via Lees.</p> <p>Monday to Saturday evenings, service 84 will run half hourly (increasing the evening service to Uppermill, but at the expense of Greenfield).</p> <p>On Sundays, there will still be 4 buses an hour between Manchester and Grotton, of which 3 will continue to Uppermill (running as service 84), however the fourth (previously a 180 to Greenfield, will terminate at Grotton).</p> <p>Every 2 hours, one of the Uppermill journeys on the Sunday service 84 will continue to Huddersfield (as per current service 184).</p>				

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
			On Sunday evenings, there will be a half hourly service 84 between Manchester and Grotton, continuing hourly to Uppermill.				
MR OM	<b>180</b> Manchester – Oldham – Lees – Greenfield	First Manchester	Service currently operates every 30 minutes Monday to Saturday day-time and hourly evening and Sundays.  The service will be curtailed to operate between	27/10/19	Evening and Sundays, passengers from Greenfield can use 350 to Oldham or Uppermill and connect to new service 84 (see	N/A	<b>No TfGM action proposed at this stage.</b>



Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
			Oldham Bus Station and Greenfield hourly on Monday to Saturday day-time.		above).		
MR OM	<b>184</b> Manchester – Oldham – Lees – Uppermill – Huddersfield	First Manchester	Currently 4 buses an hour Monday to Saturday day-time between Manchester and Grotton, with 3 buses an hour continuing beyond Grotton to Uppermill and one of these extending to Huddersfield. Service 184 will be revised to operate between Oldham Bus Station and Huddersfield on an hourly basis Monday to Saturday day-time.	28/10/19	New service 84 will be introduced to replace the Manchester – Grotton/Uppermill section of route (see above)	N/A	<b>No TfGM action proposed at this stage.</b>
OM	<b>425/426</b> Fitton Hill – Oldham – Glodwick – Holts	First Manchester	Monday to Saturday every 12 minutes day-time and every 30 minutes Sunday day-time will be split, with service 425 continuing to link Oldham with Glodwick and Holts.  Frequency increased to every 10 minutes Monday	27/10/19	N/A	N/A	<b>No TfGM action proposed at this stage.</b>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
			<p>to Saturday day-time and continuing to operate every 30 minutes Sunday day-time.</p> <p>The Oldham – Fitton Hill section of the route will become service 426, operating every 20 minutes Monday to Saturday day-time and every 30 minutes Sunday day-time.</p>				
RE	<b>457</b>  Rochdale - Littleborough	Rosso	<p>Service 457 operates half hourly Monday to Saturday daytime.</p> <p>Revised route to serve Entwisle Road instead of Yorkshire Street, John Street.</p>	28/10/19	Service 588 (First West Yorkshire) operates along Yorkshire Street, John Street.	N/A	<p>In response to Councillor and passenger requests to serve medical centre on Entwisle Road.</p> <p><b>No TfGM action proposed at this stage.</b></p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BN SD MR	<b>X8 New</b> Bolton – Manchester Piccadilly	Diamond Bus	Two Monday-Friday AM journeys, Bolton to Manchester Piccadilly: 0700 arriving 0805 & 0720 arriving 0825	28/10/2019	N/A	N/A	<b>No TfGM action proposed at this stage.</b>
BY RE MR	<b>X63</b> Heywood – Middleton - Manchester	Go North West	Morning journeys to start from Bury Interchange, all but one evening journey extended to Bury Interchange and all evening journeys to start from Manchester Unicorn on Church Street.	27/10/2019	N/A	N/A	<b>No TfGM action proposed at this stage.</b>

**SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK**

**ANNEX B**

The Committee is requested to agree that action is taken regarding the following changed or de-registered services:

<b>Dist</b>	<b>Service No. and Route</b>	<b>Operator</b>	<b>Proposed Change</b>	<b>Effective From</b>	<b>Alternative Services</b>	<b>Integration impact (modes/ticketing)</b>	<b>Comments/TfGM officer recommendations</b>
OM	81 Manchester – Moston – Oldham – Derker	First Manchester	Daily every 30 minutes (day-time), service curtailed to operate between Manchester and Oldham Bus Station.  Some evening trips also withdrawn, although Stagecoach maintain an evening service.	27/10/19	410/411 operated by MCT	System One tickets can be used to interchange with MCT services.	<b>TfGM are reviewing options to maintain a service in the Derker area. A further update to follow.</b>

**SIGNIFICANT CHANGES TO THE SUBSIDISED NETWORK**

**ANNEX C**

The Committee is invited to consider officers' proposals on the following services:

Dist	Service, route and operator	TfGM officer comments and recommendations
MR SD	<p><b>10</b> Brookhouse-Eccles-Pendleton- Manchester</p> <p>Arriva</p>	<p>Monday to Saturday evening journeys to be extended from Peel Green to Brookhouse (replicating the daytime service) for an initial 6 month period, whilst demand is monitored.</p> <p><b>Members are asked to approve the recommendation to extend this service with effect from Monday 28<sup>th</sup> October, full costs are detailed in Part B.</b></p>
OM	<p><b>80</b> Oldham – Greenacres – Holts</p> <p>Stagecoach Manchester</p>	<p>Evening and Sunday tendered journeys between Oldham and Holts to be re-numbered 80 in line with day-time commercial service.</p> <p><b>Members are asked to approve the recommendation to re-number this service with effect from Sunday 27<sup>th</sup> October, there are no cost implications.</b></p>

Dist	Service, route and operator	TfGM officer comments and recommendations
TD	<p><b>88</b> Altrincham – Wilmslow</p> <p>D &amp; G Bus</p>	<p>Directly funded TfGM journeys were introduced in April 2019 with redeployed resource, demand has been low on later journeys and it is proposed to remove these journeys to mitigate a tender price increase.</p> <p>The following journeys are proposed to be withdrawn:</p> <ul style="list-style-type: none"> <li>• Altrincham to Wilmslow - 1900 (Sun), 2100/2300 (Daily)</li> <li>• Wilmslow to Altrincham - 1929/2129 (Daily).</li> </ul> <p>45 passengers per week are travelling on these journeys with many being able to use service 288 or 283/284 instead.</p> <p>The last departure from Altrincham to Hale Barns will be at 2200 instead of the current 2300 (average 1.3 passengers per trip).</p> <p><b>Members are asked to approve the recommendation to withdraw these journeys with effect from Sunday 27th October, there are no cost implications.</b></p>
TD	<p><b>245</b> Trafford Centre - Urmston – Sale – Altrincham</p> <p>Diamond</p>	<p>Following a request from member of public, the last journey has been extended from Sale to Altrincham at no additional cost to TfGM.</p> <p><b>Members are asked to approve the recommendation to extend these journeys with effect from Sunday 27th October, there are no cost implications.</b></p>

Dist	Service, route and operator	TfGM officer comments and recommendations
MR	<p><b>288</b></p> <p>East Didsbury – Manchester Airport</p> <p>D &amp; G Bus</p>	<p>Due to a fall in passenger numbers on this service, the service is proposed to be amended to mitigate a price increase which has been requested to offset this loss of patronage.</p> <p>The route is revised between Didsbury Village and Northenden to operate via Barlow Moor Road instead of via West Didsbury.</p> <p>126 passengers per week currently use the 288 from West Didsbury, all alternative stops are within 700 metres walk of existing stops.</p> <p><b>Members are asked to approve the recommendation to withdraw these journeys with effect from Sunday 27th October, there are no cost implications.</b></p>
TE OM	<p><b>396</b></p> <p>Ashton – Waterloo – Fitton Hill – Failsworth – Newton Heath</p> <p>Stotts Buses</p>	<p>Route extended from Union Road via Kings Road, Rowley Street and Smallshaw Lane to cover more of the area left unserved following First's commercial withdrawals in September.</p> <p><b>Members are asked to approve the recommendation to extend these journeys with effect from Sunday 27th October, there are no cost implications.</b></p>
OM	<p><b>425/426</b></p> <p>Fitton Hill – Oldham – Glodwick – Holts</p> <p>Stagecoach Manchester</p>	<p>Tendered evening 425 trips are split and renumbered to mirror the commercial service changes (see Annex A).</p> <p><b>Members are asked to approve the recommendation to split and renumber these journeys with effect from Sunday 27th October, there are no cost implications.</b></p>

Dist	Service, route and operator	TfGM officer comments and recommendations
RE	<p><b>455</b></p> <p>Rochdale – Hollingworth Lake – Littleborough – Shore - Stansfield</p> <p>Rosso</p>	<p>Service 455 operates hourly Sunday daytime. This service was recently tendered and officers have accepted an alternative timetable to operate an extended route on the Sunday service 458 to replace this service.</p> <p><b>Members are asked to approve the recommendation to withdraw this service after operation on Sunday 20<sup>th</sup> October 2019.</b></p>
RE	<p><b>458</b></p> <p>Rochdale – Wardle – Hollingworth Lake – Littleborough – Shore - Stansfield</p> <p>Burnley &amp; Pendle</p>	<p>Service 458 operates hourly Monday to Saturday daytime Rochdale to Littleborough. TfGM supports service 458 on a Sunday Rochdale to Wardle Chapel only. As a result of recent tenders officers have accepted an alternative timetable that extends Sunday hourly daytime service 458 to operate the Monday to Saturday route to Littleborough and then extend to serve Shore and Stansfield replacing service 455.</p> <p><b>Members are asked to approve the recommendation to replace service 455 with service 458 with effect from Sunday 27<sup>th</sup> October 2019.</b></p>
MR	<p><b>737</b></p> <p>Manchester Airport – Runway Visitor Park</p> <p>D &amp; G Bus</p>	<p>This service was introduced in April 2019 with redeployed resource, as part of revisions to the 288 service, journeys provided by D&amp;G on this service will be withdrawn.</p> <p>Alternative journeys will be provided by Radio Cars on Saturdays (see below).</p> <p>Journeys on weekdays will be withdrawn, existing use is 14 per week (Schooldays) and 32 per week (School Holidays).</p> <p><b>Members are asked to approve the recommendation to withdraw this service with effect from Monday 28<sup>th</sup> October 2019.</b></p>



Dist	Service, route and operator	TfGM officer comments and recommendations
MR	<p><b>Airport Local Link Shuttle</b></p> <p>Nexus</p>	<p>In response to the withdrawal of service 737 between Manchester Airport and Runway Visitor Park at the end of October, a shuttle service will be introduced using available capacity on the Wythenshawe Local Link vehicles.</p> <p>Six journeys between Manchester Airport Bus Station to Runway Viewing Park will operate on Saturdays and five will run during school holidays.</p> <p><b>Members are asked to approve the recommendation to introduce this service with effect from Monday 28<sup>th</sup> October 2019, there are no cost implications.</b></p>
BN	<p><b>Logistics North Local Link</b></p> <p>Telecars</p>	<p>The Logistics North Local Link service covers journeys from Farnworth, Atherton, Brightmet and Bolton Interchange to the Logistics North Industrial Estate. The service is wholly funded by Bolton Council and section 106 funding. In response to existing and anticipated demand the hours of the service are being extended to cover 9am to 11am, which is currently unserved. The area of Tonge Moor and Tonge Fold have also been added to the service area.</p> <p><b>Members are asked to approve the recommendation to extend the hours on this service and include the additional areas with effect from Sunday 26th January 2020. Costs are detailed in Part B.</b></p>

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**Greater Manchester Transport Committee**

Date: 11 October 2019  
Subject: GM Prospectus for Rail  
Report of: Bob Morris, Chief Operating Officer, TfGM

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**PURPOSE OF REPORT**

To inform members of the publication of the GM Prospectus for Rail, including final contents and next steps.

**RECOMMENDATIONS:**

Members are asked to note the contents of the report and the GM Prospectus for Rail.

**CONTACT OFFICERS:**

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Risk Management – not applicable

Legal Considerations – not applicable

Financial Consequences – Revenue – not applicable

Financial Consequences – Capital – not applicable

Number of attachments included in the report: Appendix A and B included

**BACKGROUND PAPERS:**

- GMTC 9<sup>th</sup> August 2019 – Rail Prospectus

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		None
GMTC	Overview & Scrutiny Committee	
Not applicable	Not applicable	

## 1 OVERVIEW

1.1 On Thursday 26 September, The GM Mayor launched the 'GM Prospectus for Rail' presenting a vision which aligns all rail-based travel with the principles of Our Network. This seeks to develop an integrated transport system which is convenient, affordable, sustainable, accessible and accountable. The publication follows the recent announcement from the Prime Minister that he intends to devolve greater local control of rail services and stations to city-regions like Greater Manchester.

1.2 The Prospectus sets out Greater Manchester's ambitions including to:

- Double the number of people using rail to access the regional centre;
- Triple the number of passengers using Metrolink across the wider city-region;
- Double the number of rail trips to Manchester Airport;
- Deliver simple, convenient multimodal zonal ticketing allowing people to travel seamlessly;
- Rebuild trust with a locally accountable GM Rail service, operating at a 'turn-up-and-go' frequency of at least four services per hour on routes that can accommodate eight carriage trains; and
- Deliver high-frequency, high-capacity metro rail services, like those in other successful cities around the world.

1.3 The GM Prospectus for Rail will be used to strengthen the city-region's ability to work with Government and the rail industry by clearly articulating Greater Manchester's priorities to transform all rail travel to support the future prosperity of the city-region, the wider north and the UK.

## 2 CONTENT OF GM PROSPECTUS FOR RAIL

2.1 The Prospectus sets out four areas of focus to transform rail travel in the city-region, which are:

1. **Making Best Use of What is Available now** – This focuses on what needs to be done to make the best possible use of the rail network that currently exists. The chapter emphasises the importance of Northern and TransPennine Express delivering their current franchise commitments in full and highlights the interventions required to deliver capacity and reliability improvements without significant infrastructure improvements.

2. **Delivering More Capacity and Better Connectivity** – Investment, however, is required to provide the step change needed to accommodate increased rail capacity and connectivity. The Prospectus shows where investment should be focused to unlock pinch points on the network such as the Castlefield corridor between Manchester Piccadilly and Manchester Oxford Road stations.

It also reaffirms Greater Manchester’s support for HS2 and Northern Powerhouse Rail, both of which are regarded as key to transforming city-to-city links whilst freeing up existing lines for more local services. Rail will play a key part in the growth of Manchester Airport and this is also reflected.

3. **A Devolved and Accountable Rail-Based Network** – The document makes the case for devolved control of rail services and stations, using Metrolink as an example of what can be achieved when decision making is brought closer to the people those decisions affect.
4. **Integrated Travel Between All Modes** – The Prospectus emphasises the need for rail to fit into a wider transport network that allows people to travel seamlessly between different modes. This highlights the requirement for multi-modal fares and ticketing, integration with local bus services and interventions to support people to walk or cycle to and from stops and stations.

### 3 Next Steps

3.1 The Williams Review of the rail industry is due to report later this year with a white paper expected to set out recommendations for the restructure and reform of the rail industry. This should include details on the new powers that will be available to city-regions. TfGM is now initiating a programme of work to prepare to make use of the new powers we expect to be made available later this year; namely:

- Taking forward the transfer of stations into local management and operation.
- Developing the GM Rail architecture – focusing on GM Rail services and governance.
- Linking into the national rail fares reform, ensuring that we can deliver a multi-modal GM ticket offer.
- Continue with the development of tram conversions and tram-train proposals, linking into GM Rail proposals.
- Deliver the right outcomes on TRU, HS2, NPR and Central Manchester Capacity programmes.
- Critical to the lead-up to the Williams Review reporting will be the development and procurement of key resources/ Strategic Delivery Partner ready for works to start post Jan 2020; these activities will need to focus on a procurement plan, resourcing plan and securing funding.

**OUR PEOPLE**  
**OUR PLACE**  
**OUR NETWORK**

# OUR PROSPECTUS FOR RAIL

Greater Manchester's vision to  
transform rail travel to support future  
growth and prosperity for all.

**GREATER  
MANCHESTER**  
DOING THINGS DIFFERENTLY

**GMCA** GREATER  
MANCHESTER  
COMBINED  
AUTHORITY

**MAYOR OF  
GREATER  
MANCHESTER**

 **Transport for  
Greater Manchester**

**Greater Manchester is at the heart of the Northern  
Powerhouse and has developed bold and wide-  
ranging infrastructure plans to support a new phase  
of economic success for the United Kingdom.**



The Greater Manchester Our Prospectus for Rail has been produced on behalf of the GMCA by Transport for Greater Manchester.

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Scale of growth in rail-based travel required to support planned housing and employment growth in Greater Manchester to 2040.



100%

increase in journeys by National Rail services to Manchester Airport



50%

increase in passenger rail journeys between cities



100%

increase in trips using rail-based modes to the Regional Centre



200%

increase in trips made by Metrolink by GM residents across the wider city-region



100%

increase in people passing through GM stations and stops

## FOREWORD BY ANDY BURNHAM



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We need a transformational change in rail travel to support our ambitious plans for future growth and prosperity.

Greater Manchester has the most ambitious and wide-ranging agenda of any place in the country because we want to make our city-region the best place to grow up, get on and grow old.

This prospectus is about rail travel – both heavy and light rail – but its implications are far reaching. This is about creating a world-class integrated public transport system for the people of Greater Manchester to support our ambitious plans for future growth and prosperity.

In June I launched 'Our Network', my ten-year plan to create an integrated, simple and convenient London-style transport system; which allows people to change easily between different modes of transport; with simple affordable ticketing. It includes significant investment in walking and cycling and reform of our bus services. It also includes extending and developing the successful Metrolink tram network and my vision for a 'GM Rail' system transformed from the current network that has not kept pace with the rapid growth in demand, has been slow to adapt to modern lifestyles and slow to respond to local priorities.

Trust in the railway is low. The infrastructure is old, and services are unreliable. Too many people don't see train travel as an attractive alternative to driving, others have abandoned the train to return to their cars – adding to traffic congestion and air pollution. In short, our rail service is limiting people's ability to get on and is constraining our economy. The National Rail network also operates in a silo, with a reliance on centralised funding and decisions being made by people outside of Greater Manchester. As a result, the current system fails to connect well with the rest of the transport network; and fails to connect with what local people want. When passengers told me what they wanted from their railways, their ideas were not surprising. All they ask for is a safe, accessible, reliable, affordable service, and the ability to hold people to account when they have a problem.

The industry must be re-structured to allow city-regions to make more decisions for and on behalf of local people. I have been calling for greater devolution because Greater Manchester's record of success with Metrolink shows that you can deliver high quality rail services when those who design and deliver them are close and accountable to the customers they serve. The Government has now set out plans to give the North more control of rail services and stations and I want Greater Manchester to lead the way in revolutionising rail travel.

Local control of GM Rail services and stations, and possibly later of infrastructure too, can support the integration of National Rail and Metrolink with each other and with the wider transport network, helping to address some of the limitations of the current rail system, particularly around capacity and ticketing. More importantly though, I want devolution to deliver a genuinely accountable rail network that is working in the best interests of Greater Manchester and is part of a fully integrated transport network.

This prospectus sets out what is needed for a transformational change in both tram and train services so that all rail travel can play a full part in the future prosperity of Greater Manchester, the North and the UK.

A handwritten signature in black ink that reads "Andy Burnham". The signature is fluid and cursive.

**Andy Burnham**  
Mayor of Greater Manchester

## OUR PLACE

Rail should help us to make sure that people who live, work and visit Greater Manchester benefit from world class connections that support sustainable economic growth and access to opportunity for all.

### Greater Manchester is growing.

By 2040, we expect our city-region's population to exceed 3 million. This will mean that people are making an extra 600,000 journeys every day on our transport network, with significant growth in demand for the movement of goods. To support this continued population and economic growth, Greater Manchester needs all rail travel – including Metrolink, local and National Rail services – to play a more significant role in transforming our transport network.

Rail should help us to make sure that people who live, work and visit Greater Manchester benefit from world class connections that support sustainable economic growth and access to opportunity for all'. It should contribute to the continued growth of the Northern Powerhouse, to help rebalance the national economy and support the success of the UK as a whole. Rail has the potential to do this because services passing through Greater Manchester don't just benefit our city-region: they start and end their journeys in towns and cities across the North of England and beyond.

National Rail and Metrolink services have already played a key role in supporting economic growth. More people commute into central Manchester by rail-based modes than by any other form of transport. This 'rail renaissance' has been fundamental in ensuring that economic growth is not dependent on more cars getting into the Regional Centre, causing more congestion and pollution. It has also allowed established and new businesses to access the skills they need.

Greater Manchester needs to go further because the rail network is full. Twelve of the seventeen rail routes that serve our city-region are considered 'over capacity', with some exceeding the DfT crush capacity guidelines. Even if the commitments of the current National Rail franchises are met, the growth in demand that we are likely to see in the future will eat up much of what is delivered in the shorter term. Alongside this, Greater Manchester has a 'Right Mix' transport vision which means that, by 2040, 50% of trips need to be made by sustainable modes: walking, cycling and public transport. This equates to 1 million more sustainable trips a day<sup>2</sup>. Achieving this will involve transforming public transport capacity (particularly in the Regional Centre); offering good alternatives to the car for travel across the city-region and maximising the efficiency and reliability of our existing transport networks.

The May 2018 rail timetable changes, and the chaos that followed, have understandably damaged many people's trust in the rail network. There is now an opportunity, presented by the Williams Review of the rail industry and the Government's announcement to devolve control of rail services and stations to city-regions, to act to repair this lack of confidence in the system. The Oakervee Review of High Speed 2 (HS2) Review is also an opportunity to restate the case for this transformational project.

Whilst 'Our Prospectus for Rail' proposes some new and exciting, transformative interventions, we still need to see the delivery of existing franchise and infrastructure

commitments, including work to address the critical capacity constraint on the Castlefield Corridor and delivery of the TransPennine Route Upgrade project. We cannot pick and choose when it comes to these interventions and schemes. If capacity problems at Castlefield are not addressed, then the benefits delivered by the TransPennine Route Upgrade will not be felt. If HS2 is not delivered, Northern Powerhouse Rail (NPR) alone will not be able to support the economic growth our city-region, the North and the country needs. Without HS2 and NPR to release capacity on our current network, we won't be able to run more frequent local services.


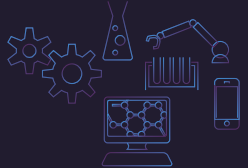




The right infrastructure, services and governance mechanisms all need to be in place to address the challenges we face. Some of this is within our own hands, but we need Government and transport industry partners to work with us to deliver the scale of transformation required.



1 The Greater Manchester Strategy 2040

2 The Greater Manchester Strategy 2040: Draft Delivery Plan 2020–2025

# OUR PLAN

<b>To 2025</b>	<b>RESHAPE CURRENT FRANCHISES</b> Services change so that there is a much simpler service offer for the Greater Manchester City Region and its travel-to-work area.	<b>INTEGRATED FARES</b> Simple, convenient multi-modal zonal ticketing allowing people to travel seamlessly.	<b>NEW AND BETTER STOP AND STATIONS</b> New stops and stations at key growth locations, fully accessible with rail stations managed locally to reflect the needs of their communities.	<b>PEOPLE</b>  <b>100%</b> increase in journeys by National Rail services to Manchester Airport	<b>PLACE</b> <b>JOB</b>  <b>200,000 more jobs</b>
	<b>DELIVER INFRASTRUCTURE COMMITMENTS</b> Delivering existing capacity enhancement commitments including Castlefield Corridor, the TransPennine Route Upgrade and Salford Central.	<b>LONGER TRAINS AND MORE TRAMS</b> Eight car trains and lengthening platforms. More double trams operating across the Metrolink network.	<b>TRAM-TRAIN PATHFINDER</b> Pilot the use of tram-train technology to better connect all rail modes and make best use of the current network.		
<b>2025 to 2035</b>	<b>GM RAIL</b> Greater Manchester controlled local rail services and stations that are accountable to local people and responsive to local priorities.	<b>ROLLING STOCK STANDARDISATION</b> Improve reliability and customer experience through the use of a more uniform fleet for National Rail suburban services that is clean and green.	<b>EXPANDING METROLINK</b> Expansion of the network through new branches, extensions, conversion of National Rail lines and tram-train technology.	<b>100%</b> increase in trips using rail-based modes to the Regional Centre 	<b>HOUSING</b>  <b>200,000+ more homes</b>
	<b>METRO SERVICES</b> Introduce high-capacity, high-frequency rail-based services on key commuter corridors.	<b>REGIONAL-CENTRE METRO TUNNEL</b> Additional capacity to accommodate future rail demand to and through the Regional Centre.	<b>HS2 AND NPR DELIVERY</b> Transform city-to-city links across the North, the UK and globally via the airport. Releasing capacity on the 'classic rail network'.		
				<b>100%</b> increase in people passing through GM stations and stops 	<b>GVA</b>  <b>£34bn+ GVA</b>

## OUR FOCUS

Greater Manchester has identified four areas of focus to transform rail travel in our city region, which are:

1

### **Making best use of what is available now**

Rail services need to cope with growing demand in a cost-effective way, while improving comfort for passengers, reliability and punctuality. To meet these challenges, better use needs to be made of the rail infrastructure that already exists, such as by providing longer, higher capacity vehicles with simpler service patterns to improve reliability and punctuality.

2

### **Delivering more capacity and better connectivity**

To meet long-term growth in demand for rail-based travel to, from and within Greater Manchester, the capacity and connectivity of the whole network needs to be improved.

3

### **A devolved and accountable rail-based network**

The rail industry must be re-structured to allow city-regions to make more decisions about stations and services for and on behalf of local people.

4

### **Integrated travel between all modes**

Greater Manchester needs a fully integrated transport network that allows people to travel seamlessly between modes with simple, affordable ticketing. Rail and Metrolink services should connect well with each other and with the rest of the transport network, especially bus services, while supporting more walking and cycling.

# OUR NETWORK

Our Network is a vision for a cohesive and seamless single sustainable transport system that brings together the different ways people travel in our city-region.

A truly integrated transport network has the potential to transform Greater Manchester. By allowing people to move quickly and easily around our city-region we can unlock growth, cut congestion and air pollution and enable our residents to lead fulfilling and rewarding lives.

Rail is already a major player at moving the people of Greater Manchester around the city-region, with over 28% of morning peak travellers using rail modes, but the rail network currently operates in a silo and the mechanisms to effectively plan and integrate rail services locally and with the rest of the network are currently limited. To deliver Our Network all rail-based travel needs to be:

## Convenient

Reliable rail services that run and run on time. Less than 1% of Metrolink services are cancelled and over 90% of services arrive on time. That is the standard we aspire to across all rail modes (Metrolink services are classed as late if they arrive more than two minutes later than scheduled. On the National Rail network services can be five or even 10 minutes late without affecting performance figures).

- Regular rail services where passengers can 'turn-up-and-go' with an aspiration for at least four or more services per hour.
- Services that connect well with the rest of the transport network to support seamless journeys.
- Accurate passenger information in real-time, and clear and timely communication in the event of disruption.

## Affordable

- Affordable fares and an aspiration to have a London-style cap across all modes.
- A simpler, zonal fares system.
- Integrated fares and ticketing across tram, train, bus and bike hire.

## Sustainable

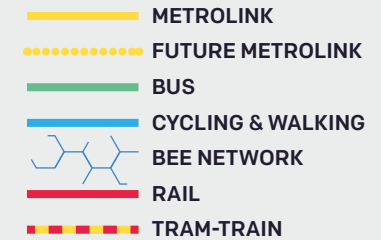
- A significant increase in capacity so that rail can carry twice as many passengers as it does today, to grow with Greater Manchester and support a shift to more sustainable travel.
- All rail-based services to have zero emissions and be powered by renewable energy.
- Stops and stations that are easy and safe to walk and cycle to.

## Accessible

- Fully accessible to all passengers at stops, stations and onboard. The age and design of some Greater Manchester's rail stations makes this a challenge both technically and in terms of the costs involved, but the Metrolink network provides an accessible and inclusive journey experience that should be our aspiration for all rail travel.

## Accountable

- Metrolink is run by Greater Manchester for Greater Manchester. We need a GM Rail service that is accountable to local people and more responsive to local priorities.



# SERVING PEOPLE AND PLACES

Different modes of transport should be planned together as one network to create a fully integrated transport system. Encouraging greater use of sustainable travel options will also be vital to reduce the impact on the environment and congestion as Greater Manchester grows. 62% of daily trips in Greater Manchester are currently made by car. We want to reduce that to 50%, while also supporting significant population and employment growth. To achieve this 'Right Mix' of transport, Greater Manchester is investing to support more walking and cycling and exploring the use of powers to improve bus services. Rail and Metrolink travel will need to take more of the strain and – given that many services are experiencing overcrowding during peak periods – we need to work quickly to increase capacity across our rail network to support existing and future demand.

The Greater Manchester Transport Strategy 2040 is centred on five 'spatial themes', which enable us to take a journey-focused approach to how we move people and goods sustainably around the city-region. The five spatial themes for Greater Manchester are:

**A globally connected city-region** – Improved rail connectivity to Manchester Airport for visitors, businesses and workers is vital, if the city-region is to fulfil its economic potential. Manchester Airport is the largest global transport hub in the North and has plans to grow passenger numbers to 45 million per annum by the early

2030s (up from 22 million in 2015/16). Rail based links, especially the planned H2/NPR station at the airport, will play an important role in allowing this growth to occur sustainably by moving large volumes of people and reducing journey times across the North of England. Local services will also be needed to be attractive to workers within the employment hub – including the Airport City Manchester development, located in the Manchester Enterprise Zone – which is growing alongside the airport. Manchester Airport's Sustainable Development Plan includes a target for National Rail travel to increase its mode share from approximately 15% to 25% of the airport passenger trips by the early 2030s – an increase from 3.3 million rail journeys to over 11 million within the next 10–15 years.

**Delivering better city-to-city links** – Manchester city centre is a key rail hub for the North of England with many trips passing through central Manchester as well as starting and finishing there. Capacity enhancements in central Manchester will therefore be critical to improving the whole of the rail system throughout the North. A step-change in quality, speed and reliability is required to allow people to move easily and seamlessly between Manchester and cities across the UK, supporting the critical flow of goods, skills and information that will enable the UK to boost its long-term productivity, with Greater Manchester at the centre of a Northern Powerhouse. The arrival of HS2 and NPR are both critical to this. With the infrastructure creaking at the seams and struggling to cope with the doubling of passengers seen in the past two decades, we need major infrastructure interventions now to fix yesterday's problems today whilst also delivering for the needs of tomorrow.

**Getting into and around the Regional Centre** – Greater Manchester's Regional Centre is a major hub for transport services, including rail and Metrolink, due to its high concentration of major trip attractors and as the key interchange point in Greater Manchester's public transport

network. Huge volumes of people enter the Regional Centre and rail is well placed to provide the capacity to support this movement. To sustain employment growth in the Regional Centre, the rail-based capacity on which it depends will need to continue to expand. Local rail-based networks will also need to be fully integrated with HS2 and NPR to maximise the benefits for people who visit, live and do business in Greater Manchester.

We have an ambitious target for trips into and around the Regional Centre: doubling passenger numbers on rail-based modes. That will require a step-change in the capacity of rail-based transport, together with improved reliability and connectivity.

**Travel across the wider city-region** – Rail-based transport can play a much larger role for connecting Greater Manchester's towns with each other and supporting the renaissance of key towns such as Wigan, Rochdale, Oldham, Bolton, Bury, Stockport, Altrincham and Ashton as great places to live, work and visit. Rail is most effective where there are large volumes of people moving on routes, but to make effective use of this, it is important for passengers to have access to a truly integrated public transport system. This includes being able to use more than one form of transport in the same trip without requiring different tickets. Our target – on which work is presently in progress – is expected to entail tripling the number of wider city-region trips using rail-based modes by 2040. Many of these trips will travel through the city centre using improved cross-city links.

**Connected neighbourhoods** – Walking and cycling should be the natural choice for short journeys in our local neighbourhoods, including to access rail-based services; however, at present, too many very short trips are made by car. Our stops and stations will need to become "Mobility Hubs", with better provision for walking and cycling; bike hire opportunities; electric vehicle charging points and other facilities such as parcel collection points.





# THE ROLE OF RAIL IN SUPPORTING SUSTAINABLE GROWTH

We have undertaken analysis – broken down by spatial theme – so we can clearly quantify the step-change in the role of rail needed to support a shift to 50% of journeys being made by sustainable modes while also accommodating growth. Analysis, which is under continuous development by TfGM, provides a clear evidence-base on the role we need rail-based modes to play in future.

<p><b>100%</b> increase in National Rail journeys to Manchester Airport</p>		<p><b>A GLOBALLY CONNECTED CITY</b></p>	<p>Better public transport for airport passengers and employees, so less need to drive to work at the airport.</p> <p>More movement of goods by water and rail in the Atlantic Gateway corridor.</p>	<p><b>IMPROVING AIRPORT CONNECTIVITY</b></p> <p>Bringing more passengers within one-hour and two hours of Manchester Airport by rail.</p>	<p><b>MAKING TRAVEL EASIER</b></p> <p>Expand and simplify the ability to use more than one form of transport at a reasonable price and avoiding the need to purchase more than one ticket.</p> <p>Delivering real-time customer information across the Greater Manchester network.</p>
<p><b>50%</b> increase in passenger rail journeys between cities</p>		<p><b>DELIVERING CITY-TO-CITY LINKS</b></p>	<p>A successful Northern Powerhouse economy, with Greater Manchester at its heart, with transformed connectivity between the major cities of the North of England, and to the Midlands, London and Scotland.</p>	<p><b>JOURNEY TIME SAVINGS</b></p> <p>Enabling travel from Manchester to Liverpool, Leeds, Sheffield in 30 minutes or less, and to London in just over one hour.</p>	
<p><b>100%</b> increase in trips using rail-based modes to the Regional Centre</p>		<p><b>GETTING INTO AND AROUND THE REGIONAL CENTRE</b></p>	<p>Support rapid economic growth with road traffic levels held at or below 2016 volumes to create a more liveable Regional Centre. Key destinations will be accessible by public transport 24/7.</p>	<p><b>INCREASE PATRONAGE</b></p> <p>Double passenger numbers by 2040</p>	
<p><b>200%</b> increase in trips made by Metrolink by GM residents across the wider city-region</p>		<p><b>TRAVEL ACROSS THE WIDER CITY REGION</b></p>	<p>Regenerate town centres that are easy to get to, particularly by sustainable modes. Easier journeys across the area, between centres, or to other major destinations.</p>	<p><b>GROWING THE METROLINK NETWORK</b></p> <p>Expanding the number of Metrolink passengers making trips across the wider city-region from 27,000 daily passengers today to 91,000 passengers in 2040.</p>	
<p><b>100%</b> increase in people passing through GM stations and stops.</p>		<p><b>CONNECTED NEIGHBOURHOODS</b></p>	<p>Easier access to interchanges and to local centres, with more journeys made by public transport, leading to more use of local shops and other facilities.</p>	<p><b>DELIVER AN INTEGRATED TRANSPORT NETWORK</b></p> <p>Greater Manchester will pursue its ambitions to own and operate local rail stations and make stations accessible for all.</p>	

# 1. MAKING BEST USE OF WHAT IS AVAILABLE NOW

The transformation of rail travel in Greater Manchester will require new infrastructure and reform of the rail industry. This will take some time. There are, however, changes that can be made now, and in the near future, to make the best possible use of the rail networks that currently exist. The focus will be on making the most of the available capacity and on improving reliability, including:

**Existing franchise commitments** – Despite their well-publicised challenges, both the existing Northern and TransPennine Express franchises must continue to deliver the substantial transformations promised in 2016 including new trains and services.

**Increasing train-length on the National Rail network** – This is the most efficient way of increasing capacity within existing infrastructure, and the bare minimum required to bring the service capacity received by Greater Manchester residents up to the standard received by people living in other parts of the country. Selective platform-lengthening will also be needed to accommodate the longer trains, alongside increases in passenger-handling capacity at key stations.

**Increasing Metrolink Capacity** – 27 new Metrolink units are on order and will start to arrive from early 2020. They will allow more double-unit vehicles to operate across the network. In the longer term, a new fleet of vehicles could be acquired to make full use of the 60 metre-length of city centre platforms, perhaps with tram-train operating capability.

**Investing to improve Metrolink reliability** – Greater Manchester will continue to invest in projects that are critical to Metrolink reliability, and in extra capacity (for example, at capacity-critical stops) where it is needed to improve reliability.

**Customer-focused infrastructure upgrades** – Greater Manchester wants to make all stops and stations fully accessible. This will require overcoming some technical and funding challenges. Access for All improvements will provide step-free access to support a more inclusive rail network at Daisy Hill and Irlam stations, and further rail station accessibility programmes at other stations are also in development. Finally, several passenger improvements are planned to transform the Ground Transport Interchange at Manchester Airport.

**A simpler service pattern on the National Rail network** – Simpler service patterns can reduce conflicting movements between services. This may mean that passengers need to change between services to complete their journey but will ultimately result in services that are more reliable and punctual.

**More homogenous suburban rail fleet** – Greater Manchester can learn from rail networks such as Merseyrail and Thameslink which operate using a homogenous vehicle fleet. Standardising the Greater Manchester suburban rail fleet over time will contribute to improving reliability and resilience, help to simplify staff training and result in a more consistent customer offer.



## 2. DELIVERING MORE CAPACITY AND BETTER CONNECTIVITY

Significant investment is required to provide more rail capacity and connectivity to accommodate future demand and support a shift to a more sustainable transport mix. These improvements typically go hand-in-hand: to improve rail connectivity, it is necessary to increase network capacity.

There are limits on the potential for lengthening vehicles on both the Metrolink and National Rail systems. It is expected – without major investment beyond train and platform lengthening – that capacity will constrain the growth of patronage on Greater Manchester’s rail networks from around 2030 onwards.

Greater Manchester needs much more ambitious capacity improvements to match the scale of our plans for growth.

There needs to be a clear, co-ordinated agenda for small, medium, large and mega schemes, and we need to leverage the benefits of working together across national, regional and local bodies. To deliver more capacity and better connectivity we need:

### Delivery of existing National Rail infrastructure commitments

There are a number of existing commitments that are due to be delivered to improve capacity and reliability in and around Greater Manchester.

**Castlefield Corridor** – The most critical capacity constraint on the National Rail network in Greater Manchester is the Castlefield Corridor between Piccadilly and Salford Crescent stations. The rail industry has committed to deliver the capacity improvements in and around Manchester Piccadilly and Oxford Road stations to facilitate a combination of increased train throughput and improved service reliability. These improvements now need to be delivered.

**Calder Valley Line** – Improvements – connecting Manchester, Rochdale, Bradford, and Leeds – will address capacity and reliability issues on that corridor.

**Salford Central** – The re-opening of disused platforms at Salford Central station will improve connectivity enabling Liverpool-bound services to use the station. The upgrade would also enable longer trains to be accommodated, serving a major area of economic growth around the station

**TransPennine Route Upgrade** – This scheme has the potential to significantly improve rail travel across the Pennines. The passenger benefits originally promised need to be delivered in full, and that will only be possible if the route is electrified in its entirety and all stations upgraded.

### New and better stops and stations

New stops and stations will be required to serve major new developments proposed in the Greater Manchester Spatial Framework (GMSF). There is also potential for adding new stops and stations to serve well-established large towns that are presently not served by rail-based transport. Greater Manchester will undertake further work with rail industry partners to identify suitable locations that have a strong business case and that support Greater Manchester’s ongoing growth.



**Increased frequency and capacity through infrastructure enhancement**

– There are several locations on the National Rail network with high demand potential but low service-frequencies, typically due to limited network capacity to accommodate a mix of inter-urban and suburban services. Mossley and Greenfield stations on the Manchester – Huddersfield – Leeds line are examples.

**Extending the Metrolink network to serve major growth-areas**

– Several new branches, conversions and extensions of the Metrolink network are proposed, especially where major population or employment centres (existing or planned) are located beyond walking-distance of the existing rail-based network. Examples include:

- The planned extension of the Airport Metrolink line to serve Terminal 2, Manchester Airport HS2/NPR station and growth areas to the west.
- A new link between Salford Crescent station and Salford Quays to facilitate access to Salford Quays by rail from the north-west of Greater Manchester.
- An improved Metrolink frequency between Victoria and Piccadilly facilitating direct Oldham to Piccadilly services, for onward connection by rail to Manchester Airport.
- Greater Manchester is also exploring opportunities for better serving growth locations such as Middleton, Stalybridge and Port Salford by public transport, including reviewing the potential for extensions to the Metrolink network.

**Stockport area rail infrastructure improvements**

– Stockport is a critically important location for the National Rail network, but suffers from congestion, with operators not able to meet current franchise commitments as a result. When HS2 services arrive in Greater Manchester from 2026, they will initially use the “classic” network to reach Manchester city centre, further exacerbating capacity constraints at Stockport. Greater Manchester wishes to work with the rail industry and Government to urgently address this huge challenge, which could – if not addressed – suppress the recent strong growth in rail

demand on services using the Manchester–Stockport corridor. In the short term – and subject to capital funding – we need to ensure that Greek Street bridge (on the approach to Stockport Station) is reconstructed, and its cutting widened, to enable potential tram-train services on a future Stockport to Airport line to pass through.

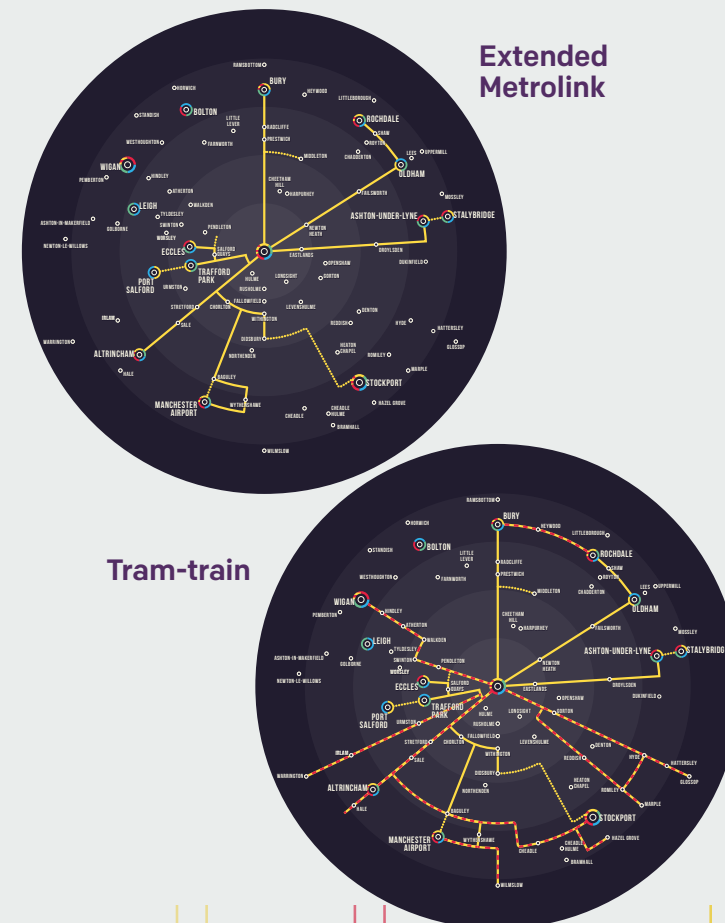
**Tram-train** – Tram-train technology could enable Metrolink services to use sections of the National Rail network, creating new high-frequency services sharing track with remaining National Rail services. This would support the integration of all rail-based travel and create additional capacity and connectivity. Shorter-distance National Rail services in Greater Manchester compare poorly with Metrolink services on similar corridors. Metrolink gives much higher service-frequencies, better access to Manchester city centre, attracts much higher numbers of trips, and achieves an operating surplus to reinvest in the network. Potential examples include the Manchester – Wigan via Atherton line corridor and making better use of the Stockport – Altrincham railway line to facilitate services to Manchester Airport. In the short to medium term, tram-train pathfinder pilots are proposed between Oldham to Heywood (North), Manchester city centre to Hale (South) and Manchester Airport to Wilmslow (Airport) to test tram-train operation in a meaningful way.

**Regional Centre metro tunnel** – Increasing Regional Centre metro capacity by tunnelling would enable rail travel in Greater Manchester to continue to grow into the 2030s allowing high-capacity and high-frequency metro services to run to and through the Regional Centre.

**Rail freight** – Compared with road, rail provides a more environmentally sustainable way of moving freight, especially for longer-distance inter-urban movements. With increasing concern over climate change, a major expansion in rail freight may be needed in the near future. The allocation of limited rail capacity in Greater Manchester between freight and passenger traffic presents many challenges, not least on the Castlefield Corridor, which is used by container-freight trains between ports in south-east England and Trafford Park, from where

the containers are distributed by road throughout the North of England. Routes across the Pennines are another location where passenger and freight trains compete for capacity.

Some lines, for which we have proposals for high-frequency tram-train services, are also used by freight: one example is the Stockport–Altrincham line. There is a need to understand whether both can be accommodated by investing in increased capacity, and what capacity increases would be needed. Greater Manchester is keen to work with the rail industry and Government to explore how these challenges can be overcome: radical solutions may need to be considered, including – for example – the possibility of re-routing cross-Pennine rail freight away from Greater Manchester’s Regional Centre.



**High Speed 2 (HS2) and Northern Powerhouse Rail (NPR)**

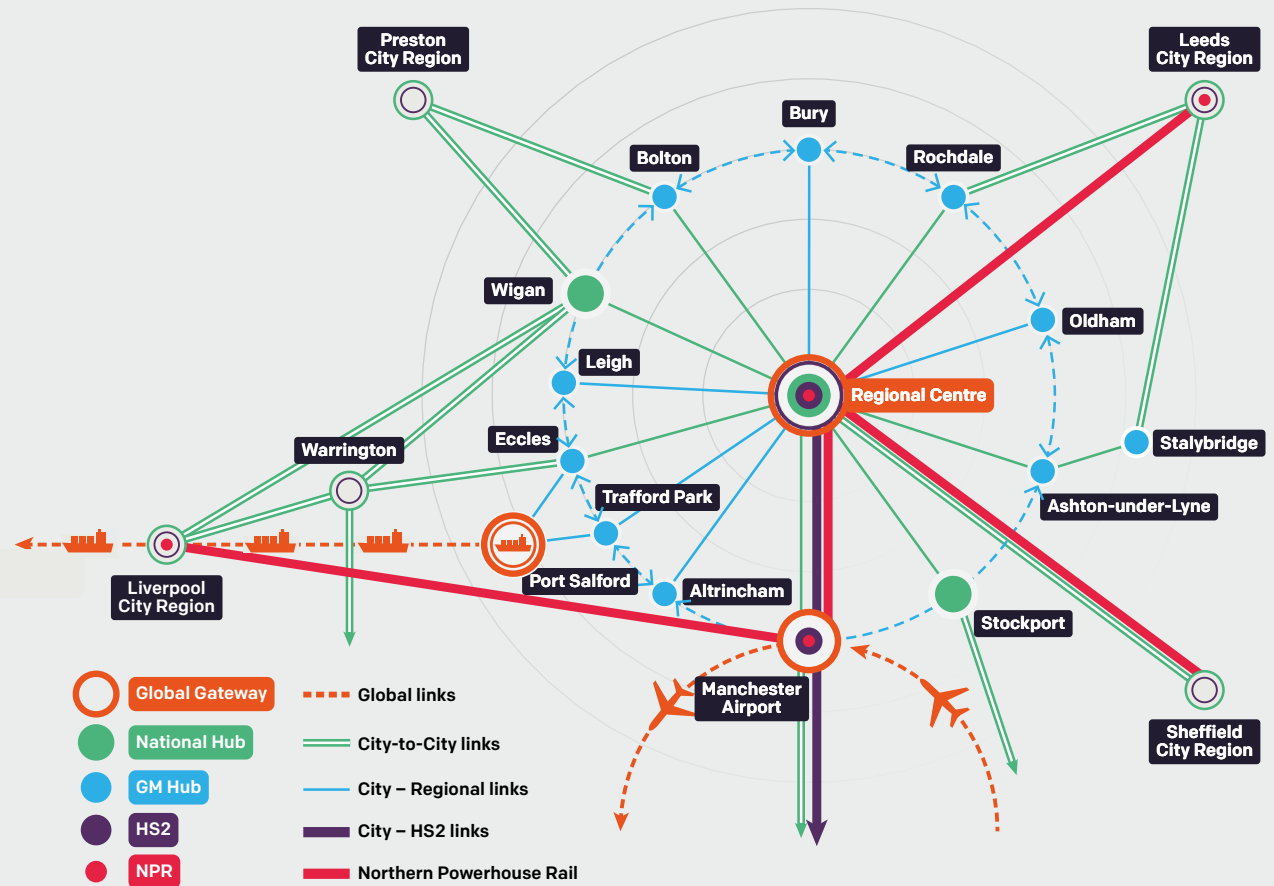
– The current Oakervee Review into HS2 is an opportunity to restate the case for this transformational project. Beyond Greater Manchester, HS2 is vital to increasing the capacity and connectivity of Britain’s rail network. Northern Powerhouse Rail (NPR), the east-west rail network across the North is also vital to boost our city-region’s economy and make Manchester Airport one of the best-connected airports in Europe. NPR will significantly improve capacity, frequency, speed and services between the North’s six main cities and Manchester Airport<sup>3</sup>.

Together, HS2 and NPR are core transformational infrastructure components in the growth strategy for Greater Manchester and the wider agenda for economic rebalancing in the UK. This is not an ‘either’ or investment decision. HS2 and NPR have shared elements of infrastructure and both schemes are essential to providing the connectivity and freeing up capacity on the existing rail network to support Greater Manchester and the North.

Manchester Piccadilly and Manchester Airport are the optimal locations for new HS2 stations. They will link HS2 and NPR, meaning that Manchester Airport will become a truly integrated transport hub linking international, national, regional and local passengers with fast interconnected public transport networks including trains, trams and buses. Beyond this, there is the opportunity to regenerate the area around Manchester Piccadilly station – creating a new mixed-use neighbourhood which will include new offices, new homes and significant new public spaces – and Manchester Airport, where work is taking place to create a new centre that includes homes, offices and hotels. The delivery of high-speed rail and associated growth strategies at Stockport and Wigan also remain crucial. These transformational schemes need to be delivered in a manner that fully complements the place-making, local employment and sustainable growth objectives of Greater Manchester.

HS2 and NPR represent a once-in-a life-time investment decision – it is therefore essential that these schemes are developed to truly cater for the potential long-term demand and provide the right level of capacity and resilience. All too frequently, we see the impact of infrastructure that is not fit for levels of demand it is trying to accommodate. To truly deliver the long-term future capacity needed, both locally within Greater Manchester and with Greater Manchester at the centre of a network across the North, we now need to look beyond HS2 and NPR.

As growth in demand leads to increasingly full utilisation of the rail-based network, underground infrastructure will be needed across Manchester. This will be essential to deliver the step change in capacity needed to meet the high level of demand across the core of the network and provide the north-south, east-west connectivity that will be essential for economic growth and long-term rebalancing across the UK. The delivery of HS2 and NPR must support this next stage of major infrastructure works.



<sup>3</sup> More details about our plans for HS2 and NPR can be found in the “Stops are Just the Start” <https://tfgm.com/press-release/hs2-npr-growth-strategy>

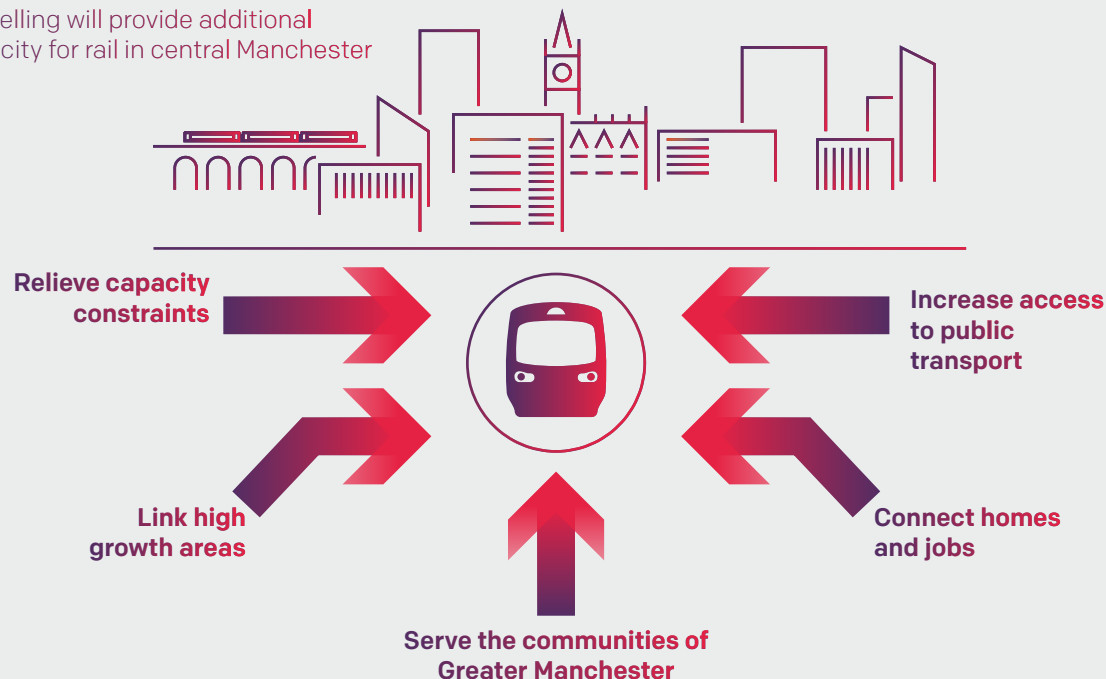
### Airport growth

Manchester Airport contributes £5.1bn to the local economy, and £7.1bn nationally. Part of this comes through the 25,000 people currently employed on-site as well as a further 48,000 workers and 300 companies sustained in the wider region, thanks to the airport's operations. In total, Manchester Airport is used by 30 million passengers a year. This could increase, to up to 45 million passengers annually, by 2040 with up to 30,000 more jobs on site at the Airport and the burgeoning economic hub at Airport City. To allow for this significant increase in the number of passengers passing through the airport, there are several interventions planned to improve the various rail links that connect the airport to the city-region, and beyond.

The flagship HS2 project will provide a new interchange and track going into and out of the airport. High speed trains will allow travellers to reach Birmingham in just over 30 minutes, and London in just over an hour, and the new infrastructure will open capacity on existing lines. Northern Powerhouse Rail will, in tandem with HS2, allow for faster and more frequent services in and out of Manchester Airport with goals of 8 minutes to Piccadilly, and 30 minutes to both Liverpool and Sheffield.

### Regional Centre metro tunnels

Tunnelling will provide additional capacity for rail in central Manchester



### Greater Manchester's journey to a high-capacity metro system

Greater Manchester's ambition to become a global city requires a world-class metro system as in other successful cities. Greater Manchester's future metro system will need to be high-capacity, high quality, fast, frequent, reliable, accessible and fully integrated with other rail-based services and the wider transport network.

Over the longer term, if rail-based modes are to offer more convenient journeys and higher capacity, new approaches are needed to make the best use of the network. Many other cities – including Munich, Stuttgart, Milan, and – closer to home – Liverpool and Newcastle – have linked pre-existing suburban railway lines with new infrastructure to create high-capacity, high frequency metro systems

offering excellent access to and through their city centres. Greater Manchester will need to follow the same path if it is to achieve our 'Right Mix' vision of 50% trips by sustainable modes by 2040.

Longer trains and platforms, simpler service patterns and capacity released by inter-city services transferring to HS2 and NPR will all be necessary, but a Regional Centre metro tunnel (or tunnels) would enable rail-based travel in Greater Manchester to continue to grow into the 2030s and beyond. A tunnel would provide a route to a high-capacity and high-frequency metro service. It would enable the Regional Centre to achieve its growth potential and support a step-change in the use of rail-based travel for cross-city trips linking key centres – both of which are needed to achieve the 'Right Mix' transport vision for 2040.



# 3. A DEVOLVED AND ACCOUNTABLE RAIL-BASED NETWORK

Making the railway work better and deliver for passengers will be the critical measure of success for the reforms which emerge from the Williams Review. Greater Manchester's view is that devolving decision-making, accountability and funding to us as a city-region will deliver this and so we are pleased that the Government has now set out plans to devolve control of rail stations and services to city-regions. We are committed to working with Government and industry partners to make sure that we really do get the reform passengers and taxpayers deserve.

We propose a programme of work to streamline and align governance procedures across organisations; and agree a communication protocol that provides opportunities for wider participants and stakeholders to contribute and be informed of emerging thinking and decisions without overburdening the management of the industry. A valuable target would be the development of a long-term railway agenda for the city-region from which sensible intermediate steps can be developed and owned jointly by TfGM, TfN, HS2, and DfT.

## Local accountability

Devolution of powers to Greater Manchester can bring decision-making closer to the people those decisions affect, resulting in a system that is more accountable and more focused on the needs of passengers and Greater Manchester. There are a number of examples across the North which demonstrate what can be achieved when local rail networks are run by or on behalf of locally elected politicians including Merseyrail, Nexus and Greater Manchester's own Metrolink network. Government has now set out plans for city-regions to take more control over rail services and stations and Greater Manchester looks forward to working with Government and industry partners to grasp this opportunity.

## Supporting Greater Manchester's place-based agenda

Future rail strategy needs to be aligned with Greater Manchester's place-based agenda. For National Rail services in Greater Manchester, there is plenty of opportunity to better meet the needs of the people and places it serves as part of an integrated travel offer. We propose the agreement of a joint programme of study and development work relating to the National Rail and Metrolink network as a mechanism to achieve this. This may include the development of tram-train schemes, or light rail conversion schemes, which could provide an early test of how Greater Manchester and the rail industry can work together to deliver key local priorities. Such an approach will require cultural change both in Network Rail and wider Government, as well as train operators, which is also being encouraged as part of the current rail reform agenda.

## Devolution of funding

To rebalance the UK economy, the Government must create the environment in which city-regions can genuinely own and deliver their own prosperity. At the moment, almost all funding for the National Rail network is centrally controlled (either directly or indirectly through Network Rail), making it difficult to deliver a coherent and integrated investment and delivery programme for the Greater Manchester area.

## Streamlining decision-making

We believe for some types of investment, a continuous programme may be more cost effective. Smaller components of projects could be delivered each year, which can then be exploited as they come live. This would support skills development and retention and provide economies of scale and consistency for the supply chain, without the abortive costs of pausing and re-starting projects. The Castlefield Corridor capacity study would be an excellent place to start.

The development of solutions needs to be quicker and more flexible. There needs to be more recognition of the benefits of building more resilience into design, as well as considering what the long-term future needs may be beyond the immediate funding cycle. Recognising we cannot always build the maximum possible solution, it is important to not 'value engineer' a solution that makes no provision for flexibility in the future. Greater Manchester is now using a process of adaptive planning in developing its 2040 Transport Strategy, seeking interventions that are robust to a range of future scenarios: we look forward to working with the rail industry to apply that approach to the National Rail network in Greater Manchester.

## GM RAIL

Rail service provision should evolve to meet the needs of the people and places it serves, as part of a truly integrated travel offer. For the Metrolink system, this already happens to a considerable extent, with most decisions being made locally. This isn't the case for National Rail services, but cultural change as part of the current rail reform agenda, both in Network Rail and the wider rail structure, including train operators, will help to address this. We believe having Greater Manchester fully accountable for our local rail services will allow us to deliver the kind of patronage growth and success we have seen with Metrolink services over the last few years. This is an essential part of the "GM Rail" concept.

GM Rail services, under local control, will ultimately need to meet the demands of today and the growth of tomorrow, while being a brand that Greater Manchester passengers can trust. The vision is to deliver local rail services that operate at a turn-up-and-go frequency of at least four trains an hour on routes that can accommodate eight carriage trains.

We recognise that there will be challenges when it comes to meeting these frequency levels, especially on a railway that is used to transport goods, as well as people. We will need to consider investment in infrastructure (such as passing loops and four-track sections), enhancing signalling (to increase line capacity and improve traffic management) and removing network pinch-points (grade separation of junctions). A high-capacity metro system will play an important role in both achieving the higher service-frequencies on the corridors that it will serve, and releasing capacity at key pinch-points on the network for improved services on lines where metro conversion is not an option. As new infrastructure is built for HS2 and NPR, we will take advantage of opportunities to make better use of existing lines to meet local demand.

It will be supported by a further programme to extend train lengths as much as possible, aiming for – at the very least – a railway capable of accommodating eight carriage trains. This will provide more capacity and allow us to move more people, as well as ensuring Greater Manchester receives the maximum benefits of future network capacity enhancements. Together these enhancements will deliver a step change in the capacity to move people around Greater Manchester and will help rail to take a greater share of the growing travel demand into the Regional Centre.

These changes will take time to implement and, in the meantime, we need to look at the current service provision within Greater Manchester. Simpler service patterns can help reduce conflicting movements and so Greater Manchester would like to see services change so that there is a much clearer offering for the city-region and the surrounding area recognising that very few of the existing service patterns in any of the franchises serving Greater Manchester operate solely – or even mainly – within the Greater Manchester boundary.

To support the transition to a GM Rail service, make the best use of existing rail capacity, and to better reflect the requirements of Greater Manchester, we propose the following short-term actions:

- The first stage will be to examine the viable high-level options available. This will include looking at the operational and practical arrangements to support a GM Rail service such as staffing, rolling stock and depot requirements. Interim arrangements may be needed to support the transition to local control.
- Secondly, we should always be mindful that changes to services can sometimes disadvantage some passengers, so any suggested changes need to assess the impacts on all travellers and ensure that any potential adverse impacts are proportionate and mitigated.
- Finally, proposed changes in service ought to be tested in public so that passengers and their representatives can comment and offer their views on what is proposed.





# GM'S RAIL STATIONS

Greater Manchester's previous rail station transfer proposal (the Case for Change) focused on public transport integration, to provide the mobility that modern commuters and businesses expect in a forward-looking city-region. The Government has now announced plans for city regions to take greater control of their rail stations and Greater Manchester's previous exploration of this area means that we are ideally positioned to make use of these new powers as soon as the mechanisms are in place.

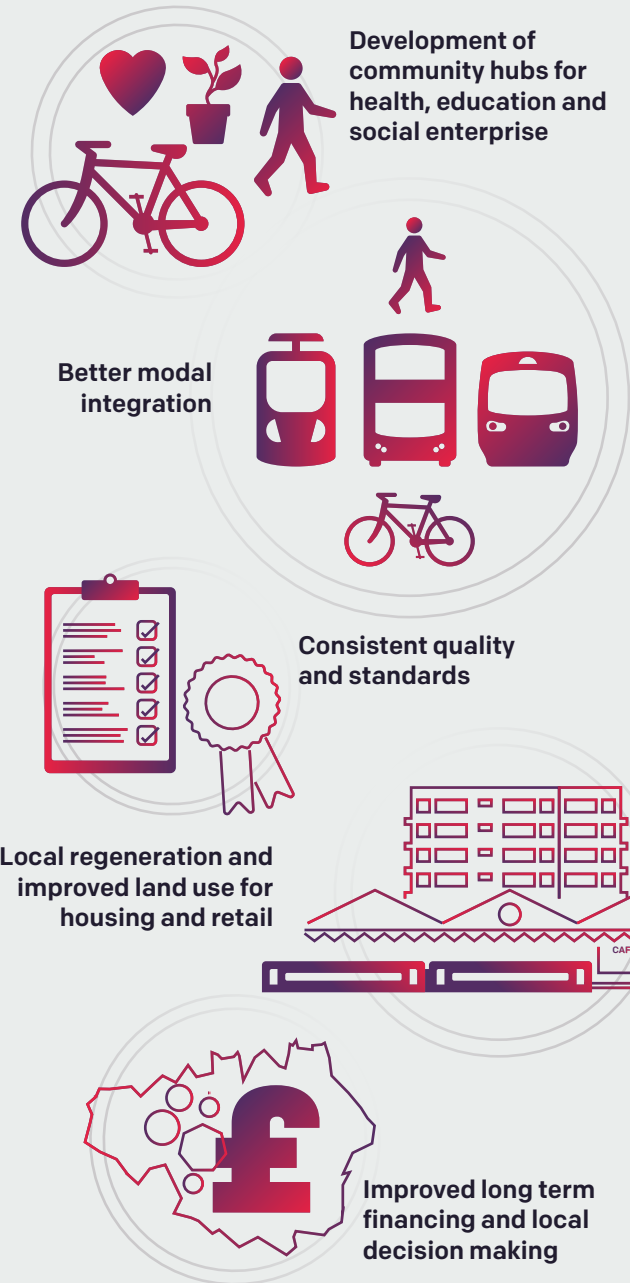
If we are to achieve our 'Right Mix' vision, it is vital that demand for public transport grows and that we have the infrastructure to accommodate this growth efficiently. This will require a transformational change in the capacity, quality, ease of use, accessibility and integration of public transport networks. Interchanges, including rail stations, will be increasingly important in extending the practical range of the network and to improve connectivity across a wider labour market. There is a need to ensure that access and interchange facilities are of a consistently high standard and appropriate to the role of each interchange.

Local control will also allow for greater focus on rail stations as part of a community, acting as a community hub, as locations for local health services or amenities or as a site for new housing, retail or employment.

Our vision for Greater Manchester's rail stations is based upon achieving the following five objectives:

## Greater Manchester rail station transfer objectives

- **Objective 1:** Improving customer experience;
- **Objective 2:** Improving connectivity, through seamless integration of transport networks, to increase productivity and economic growth;
- **Objective 3:** Increasing efficiency of investment and commercial returns from stations, whilst optimising the efficient management of assets;
- **Objective 4:** Delivering regeneration through unlocking development land and onsite opportunities including for housing; and
- **Objective 5:** Engendering a sense of community ownership of stations, through delivery of changes that increase wider social inclusion and community amenity.



## 4. INTEGRATED TRAVEL BETWEEN ALL MODES

Greater Manchester needs a fully integrated transport network that allows people to travel seamlessly between modes with simple, affordable ticketing. Rail and Metrolink services need to connect well with each other and with the other modes of transport including bus, while supporting more active travel.

### Integrated fares and ticketing

Integrated fares and ticketing across all transport modes is probably the single most important part of Our Network. Delivering this for rail services in Greater Manchester is conceptually very easy, and technically very challenging, but it is an essential step to support seamless journeys. Overall, this will make Greater Manchester feel more joined-up and will make travel easier for everyone.

**Fares** – Fares in Greater Manchester for multi-modal trips can be more expensive than for single-mode trips. For public transport to provide an attractive alternative to car travel, this needs to change. A zonal fares system for all forms of public transport is needed, eliminating penalties for changing between modes.

**New fares and ticketing technology** – Improved technology, such as zonal, contactless and mobile ticketing (already available on Metrolink) will help to make purchasing and using tickets easier. Account-based ticketing is a further step towards an integrated, multi-modal ticketing. Rail-based travel also needs to adopt and continually adapt to new technologies: for example, automatic delay repay and notification of when the price of advance purchase tickets will change. People unable to use technology will need to have the same opportunities to travel as everyone else, too: that may in itself require technological innovation.

### Integrating with the bus network

Bus Reform offers opportunities for more integration between the bus network and rail-based transport. In a network with more integrated fares, some of the longer-distance bus services that currently run parallel to the rail-based network are likely to re-route to directly serve rail stations or Metrolink stops. Ultimately, Greater Manchester needs a transport network where different modes complement each other rather than competing. Important for this will be integrated passenger information to support people to plan seamless multi-modal journeys.

### First and last mile

The “first and last mile” to and from stations and stops is an important element of rail-based travel and can be a critical weakness in the rail service-offer. Future Mobility is likely to change the way users access the network. To that end, mobility hubs will be created, with early proposals at Radcliffe and Whitefield Metrolink stops, together with upgrades of park and ride facilities there. TfGM is preparing plans for a bike hire scheme, with rail stations and Metrolink stops among the potential locations. There is also the need to consider how best to accommodate cyclists on rail services.

### The Bee Network

The Bee Network is a vision for a comprehensive walking and cycling network for Greater Manchester. The network builds on the recommendations in the 2017 Made to Move report, which set out a plan to transform walking and cycling in the city-region. The vision is already becoming a reality with 57 schemes endorsed, and £280 million of funding committed. Importantly for rail-based travel, once delivered the network will improve access to stops and stations for cyclists and pedestrians. TfGM’s Streets for All approach will also provide improvements to the walking and cycling environment experienced by rail users accessing the network.

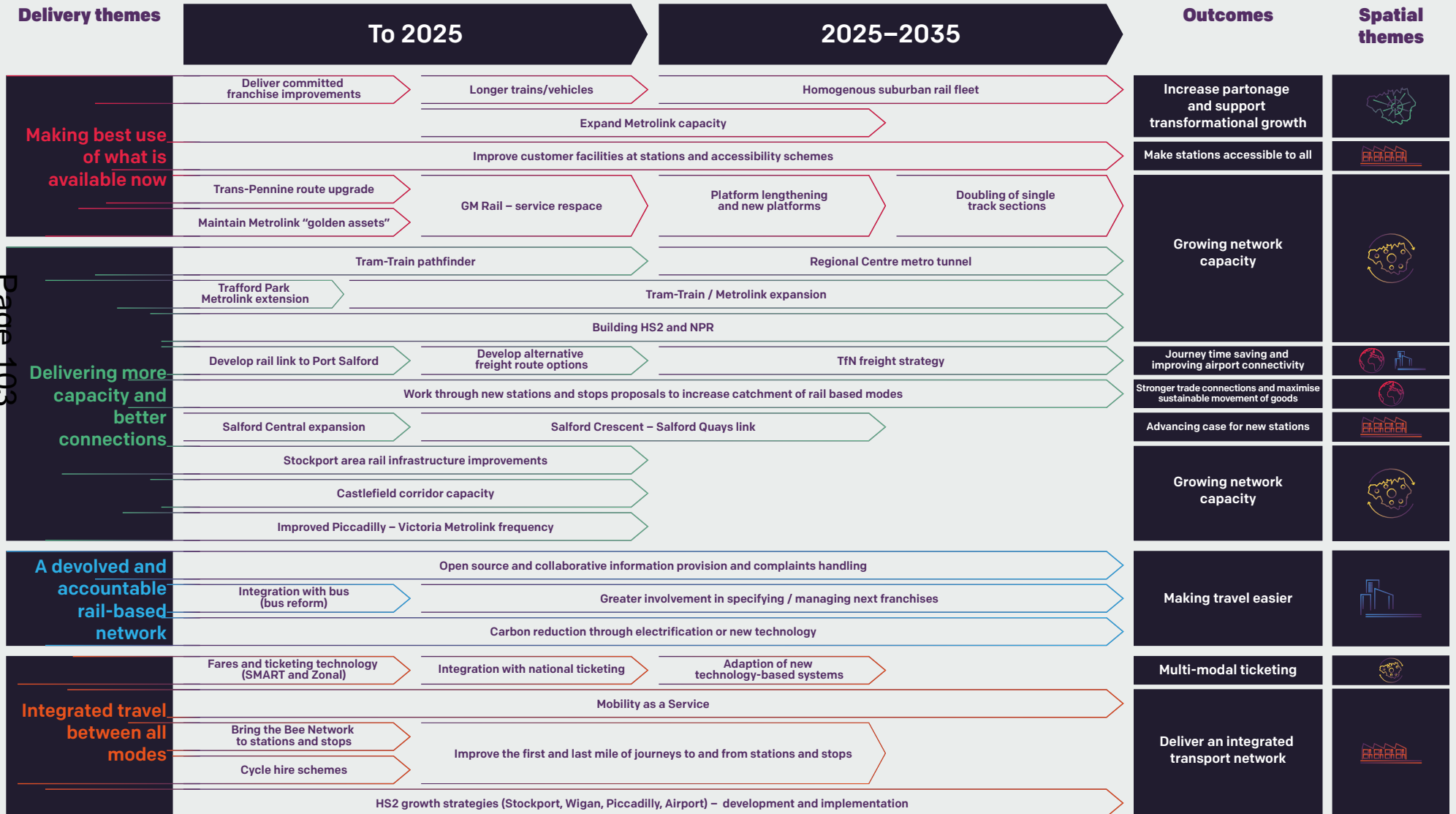
### Mobility as a service

Mobility as a Service (MaaS) involves the creation of digital platforms (including mobile phone apps, for example) in which the user can select from a range of travel options to suit their requirements. Options could include rail-based travel, bus, cycle hire, shared taxi, sole-use taxi, and other ride-share and shared-use options. The key customer proposition behind MaaS is to put travellers at the core of transport services, offering them mobility solutions that the individual can shape to meet their specific needs. TfGM is piloting a MaaS solution (called IMOVE) in Greater Manchester.



# DELIVERY PLAN

The plan below sets Greater Manchester’s proposed interventions to transform rail-based travel in our city-region. Further work is required for some of these interventions to determine whether, and in what form, they should be implemented. Greater Manchester intends to work with the rail industry to inform these decisions.



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# DELIVERY TIMELINE

This timeline sets out the path Greater Manchester is embarking on to deliver the rail-based network needed to support our ambitious vision for the future. Greater Manchester is looking forward to working with Government and rail industry partners to make this vision a reality.

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## Integrated fares and ticketing across modes

A zonal fares system for all forms of public transport is needed, eliminating penalties for changing between modes.

## Reshaping National Rail franchise service

Services change so that there is a much clearer offering for the Greater Manchester city-region and the surrounding area from which people travel to work.

## GM Rail

Local control and accountability for Greater Manchester to be the custodians of travel-to-work area services, working with the wider industry to deliver a step change in the services we provide – a rail network which local people can trust.

## Tram-train pathfinder

Testing the operation of tram-train services in Greater Manchester – a necessary staging post to the development of metro services.

## Turn-up-and-go frequency

Move towards services operating at a turn-up-and-go frequency of at least four trains an hour on routes that can accommodate eight carriage trains.

## 2020

## Deliver committed infrastructure improvements

The most critical capacity constraint on the national rail network in Greater Manchester is the Castlefield Corridor between Piccadilly and Salford Crescent stations. The rail industry has committed to deliver the capacity improvements in and around Manchester Piccadilly and Oxford Road stations to facilitate a combination of increased train throughput and improved service reliability.

## Longer trains

We know that increasing the length of vehicles on the heavy and light rail networks is the most efficient way of increasing capacity with existing rail infrastructure.

### Turn-up-and-go tram-train services

Turn-up-and-go services on selected railway lines, where these can be delivered without major investment in new rail capacity in the regional centre.

### More frequent trains on key corridors

Conversion of parts of the Greater Manchester suburban network to light rail will release capacity on other key corridors, allowing more frequent services to accommodate demand growth.

### Regional Centre metro tunnels

Increasing regional centre metro capacity by tunnelling will enable rail travel in Greater Manchester to continue to grow into the 2030s, allowing high-capacity and high-frequency metro services to run to and through the Regional Centre.

2035

### HS2

HS2 is vital in increasing the capacity and connectivity of Britain's rail network and we believe that Manchester Piccadilly and Manchester Airport are optimal locations for new HS2 stations.

### NPR

Northern Powerhouse Rail (NPR) needs to deliver significantly improved capacity, frequency, speed and services between the North's six main cities and Manchester Airport. A high-speed east-west rail network across the North, with Greater Manchester at its heart, will boost our city-region's economy and make Manchester Airport one of the best connected airports in Europe.

### High-capacity metro system

A high-capacity metro system providing rapid travel to and through the regional centre, connecting Greater Manchester' towns together. A Regional Centre metro tunnel is the key infrastructure requirement.



## Greater Manchester Transport Committee

Date: 11 October 2019

Subject: Strategic Rail Update: HS2 / NPR and Tram-Train

Report of: Transport Strategy Director, TfGM

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### PURPOSE OF REPORT

This report gives an update on the work being undertaken by TfGM and partners on two key long-term strategic rail programme components within the GM Rail Prospectus: HS2 / Northern Powerhouse Rail and Tram-Train.

### RECOMMENDATIONS:

Members are recommended to note and comment on the content of this report.

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Risk Management – none to report in the direct context of this report

Legal Considerations – none to report in the direct context of this report

Financial Consequences – Revenue – none to report in the direct context of this report

Financial Consequences – Capital – none to report in the direct context of this report

Number of attachments included in the report: 1

Appendix 1 – 2040 Strategy Draft Delivery Plan Map extract

**BACKGROUND PAPERS:**

2040 Transport Strategy Draft Delivery Plan, January 2019 (tfgm.com/2040)

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		N/A
GMTC	Overview & Scrutiny Committee	
N/A	N/A	



## **1 HS2 / NPR**

- 1.1 As Members will be aware, the delivery of HS2 to Manchester and a new Northern Powerhouse Rail (NPR) network between the North's major city regions and Manchester Airport are core, transformational infrastructure components in the growth strategy for Greater Manchester and the wider agenda for economic rebalancing in the UK. GMCA has been a strong supporter of both programmes, whilst retaining a clear position on the need to ensure that they are delivered in a manner that fully compliments the city regions place-making, local employment and sustainable growth objectives
- 1.2 GMCA considers HS2 as vital in increasing the capacity and connectivity of Britain's rail network and believes Manchester Piccadilly and Manchester Airport are the optimal locations for new HS2 stations, supplemented by a Hub location at the existing Wigan North Western station to the north of the conurbation. In addition, NPR aims to significantly improve capacity, frequency, speed and services between the North's six main cities and Manchester Airport.
- 1.3 GMCA has proactively responded to the opportunity for growth presented by HS2 and NPR. These transformational schemes are central to the Greater Manchester Strategy aspirations and the Greater Manchester Transport Strategy 2040. In March 2018 GMCA, TfGM, Manchester City Council and Trafford Council published a comprehensive growth strategy for the stations at Manchester Airport and Piccadilly, which sets out how HS2 can have maximum impact through station planning; wider connectivity; full support for adjacent regeneration; and local skills and supply chain benefits.
- 1.4 At Manchester Piccadilly the growth strategy is integrated with the updated Strategic Regeneration Framework (SRF) for the Piccadilly area, which was approved by the Manchester City Council Executive in June 2018. The vision for Manchester Piccadilly within the SRF is to deliver a major new district for Manchester, extending the city centre, with a world class transport hub at its heart.
- 1.5 At Manchester Airport, the growth strategy is integrated with the Greater Manchester Enterprise Zone (EZ). This is an area driven by the economic activity generated by the Manchester Airport, Airport City and the proposed MediPark which builds on the significant planned growth of Manchester Airport.
- 1.6 GM Partners are continuing to work closely with DfT, HS2 and TfN to develop the proposals for HS2 and NPR in Greater Manchester. GMCA has responded to a number of detailed consultations on the HS2 route. Most recently, GMCA responded to the Working Draft Environmental Statement (WDES) and the Working Draft Equality Impact Assessment Report consultation in December 2018 and the HS2 Design Refinement Consultation in September 2019.

- 1.7 On the 21 August, the Government published the terms of reference and timetable for an independent review into HS2, chaired by Douglas Oakervee. The deputy chair is Lord Berkeley supported by a panel consisting of Michele Dix, Stephen Glaister, Patrick Harley, Sir Peter Hendy, Andrew Sentance, Andy Street, John Cridland and Tony Travers.
- 1.8 The review will look at whether and how HS2 should proceed, using all existing evidence on the project to consider:
- benefits and impacts
  - affordability and efficiency
  - deliverability and scope
  - phasing, including its relationship with Northern Powerhouse Rail
- 1.9 A final report will be sent to the Secretary of State, with oversight from the Prime Minister and Chancellor of the Exchequer, by the autumn. The report will inform the government's decisions on next steps for the project. TfGM has engaged with the review panel and GMCA will be formally responding to the review.
- 1.10 In addition, GMCA and TfGM is supporting the Connecting Britain campaign, which is framed by a series of key messages:
- Key message 1: Strategic rail infrastructure is critical to the long-term success of the UK and all of its parts. It is a crucial provider of connectivity, and an enabler of economic growth, productivity, job creation, prosperity and a low-carbon economy.
  - Key message 2: With a new government in place and a review of HS2 in progress, political Leaders across parties, business and industry, from the Midlands to the North are coming together to speak with one, powerful and united voice to ensure there is no doubt about the importance of HS2 and NPR for UK Plc.
  - Key message 3: HS2 is an essential enabler to complementary rail infrastructure projects throughout the country, including Northern Powerhouse Rail. Without HS2, these projects will not be as effective. With HS2, these projects can be truly transformational.
  - Key message 4: Work on HS2 is already well underway and delivering economic benefits. Contracts are being signed, people are being employed, skills are being developed, business are making strategic location and investment decisions. Any move to cancel or significantly downgrade HS2, or to reduce its level of integration with NPR, would undermine business confidence and growth, and run directly counter to national policy objectives around skills, infrastructure investment and industrial strategy.

## 2 Longer-Term Tram-Train Proposals

2.1 A core component of the long-term transport investment proposals set out in the draft 2040 Strategy Delivery Plan is the potential introduction of tram-trains to the city-region as a way of improving rapid transit connections. Tram-Train would help to improve access to the city centre at the busiest times, while also offering more capacity on the heavy rail network.

2.2 Tram-train will be part of the public transport system of Greater Manchester. Tram-train vehicles can run on both Metrolink and Network Rail infrastructure in conjunction with heavy rail passenger and freight trains. In Greater Manchester, it would mean metro-style services in more areas.

2.3 A number of routes have been identified as having potential for Tram-train, including (see Appendix A for Map 3 of the draft Delivery Plan):

- Rochdale to Bury;
- Manchester to Glossop;
- Manchester to Marple;
- Stockport/East Didsbury to Hazel Grove;
- Stockport to Manchester Airport;
- Cornbrook to Manchester Airport via Timperley;
- CLC Line to Warrington; and
- Manchester to Wigan via Atherton.

2.4 Before delivering tram-train services, TfGM needs to develop and run a “pathfinder” trial scheme with Network Rail to gain technical approvals to:

- Determine the process to deliver Tram-Train in GM;
- Develop proposals for a future Tram-Train network; and
- Deliver an operable Tram-Train vehicle.

2.5 A long-list of potential “pathfinder” locations was developed based on where Metrolink and heavy rail lines are in close proximity. After sifting against criteria such as powers, land, demand, power supply and objectives, the 3 following locations were shortlisted and are identified on Map 2 of the Delivery Plan (see Appendix A):

- North: Oldham to Heywood via Rochdale and Castleton;

- South: Manchester City Centre to Hale via Timperley and Altrincham;
- Airport: Wilmslow to Manchester Airport via Styal.

2.6 Further work is now underway to review each option further, including the production of a Strategic Outline Business Case (SOBC) for the “pathfinder” schemes, a tram-train vehicle specification, multi-disciplinary design and associated governance/approvals structures required between TfGM, Network Rail and other regulatory bodies.

2.7 Further advice will be brought to Members at key milestones through the “pathfinder” development programme.

**SIMON WARBURTON**  
**TRANSPORT STRATEGY DIRECTOR, TfGM**

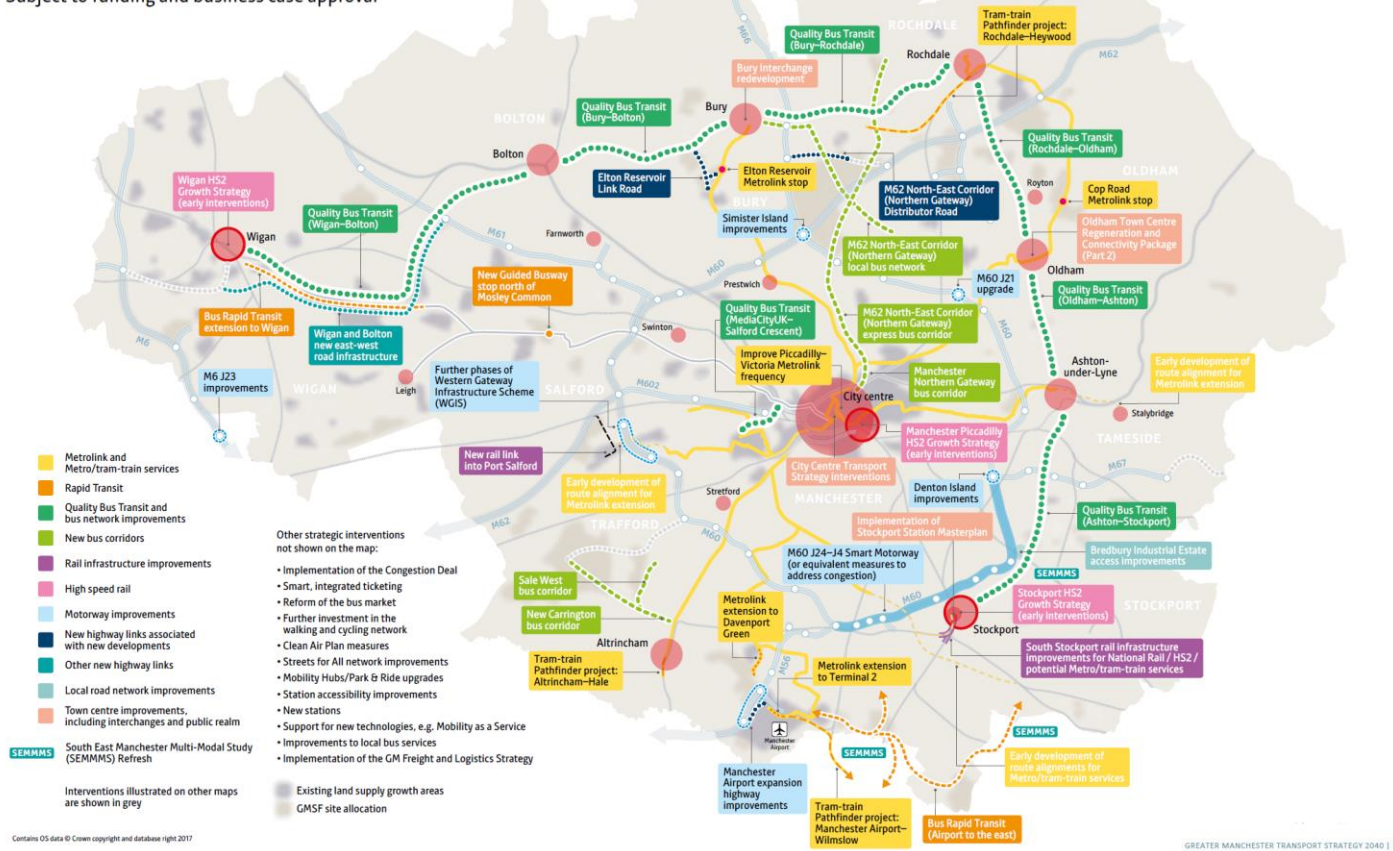
# APPENDIX 1

## MAP 2

In the next five years, we aim to complete business cases for early delivery of...

These interventions are those with potential to be delivered by 2025.

Subject to funding and business case approval



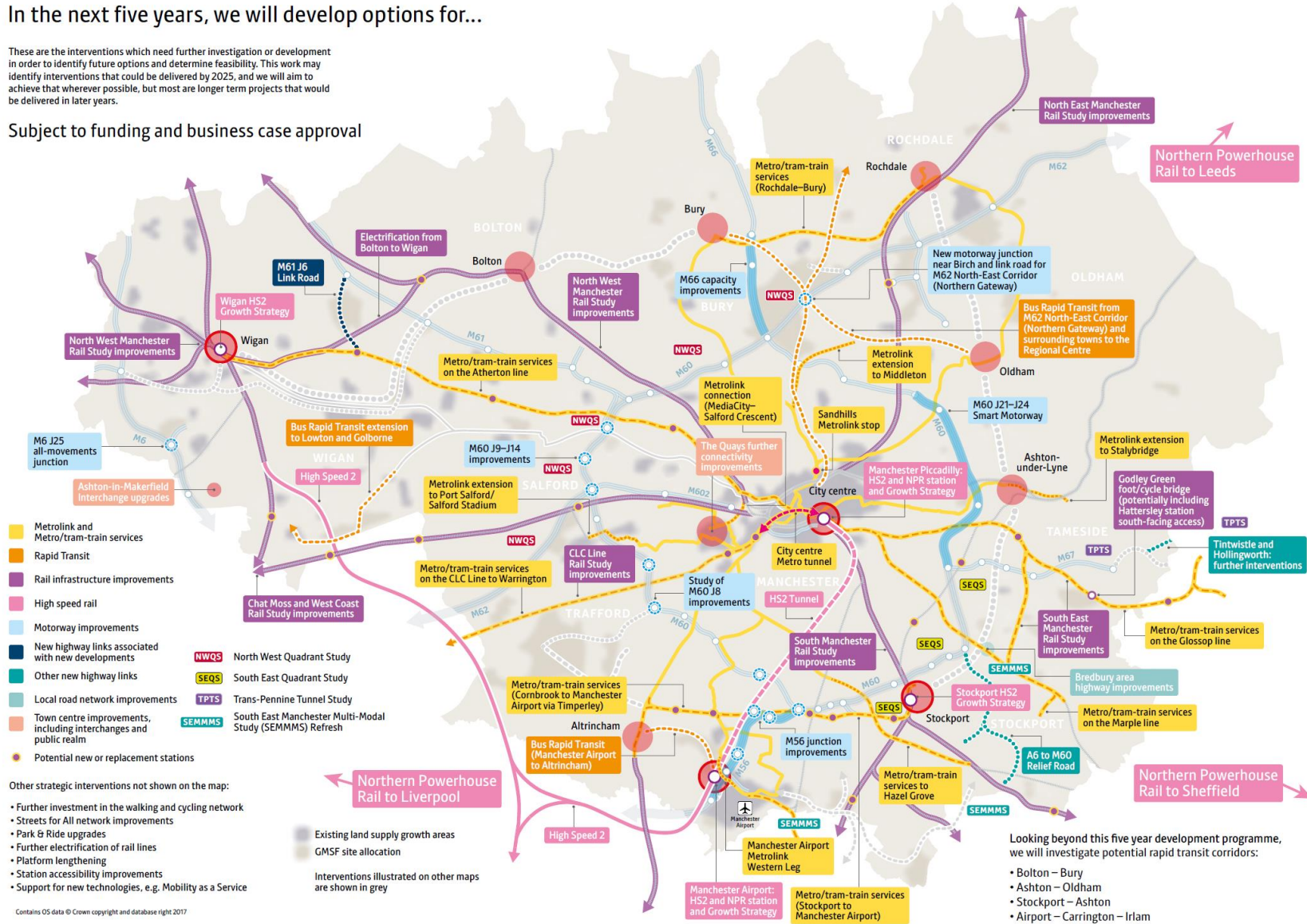
### MAP 3

## In the next five years, we will develop options for...

These are the interventions which need further investigation or development in order to identify future options and determine feasibility. This work may identify interventions that could be delivered by 2025, and we will aim to achieve that wherever possible, but most are longer term projects that would be delivered in later years.

Subject to funding and business case approval

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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