

**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.

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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.