

Greater Manchester Transport Committee

Date: 09 August 2019
Subject: Rail Prospectus
Report of: Bob Morris, Chief Operating Officer, TfGM

PURPOSE OF REPORT

To inform members of the plan to publish a GM Prospectus for Rail, including; proposed content, timescales and objectives.

RECOMMENDATIONS:

Members are asked to note the contents of the report.

CONTACT OFFICERS:

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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:

BACKGROUND PAPERS: N/A

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
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?		
GMTC	Overview & Scrutiny Committee	
09/08/19	N/A	

INTRODUCTION AND BACKGROUND

- 1.1 The Secretary of State for Transport has suggested it would be helpful for GM to succinctly articulate its vision, principles and priorities for rail-based modes, in order to strengthen Government's ability to work with our city-region.
- 1.2 The GM Mayor recognises the need for a document which clarifies our 'ask' of Government, and:
 - sets out the level of ambition in GM,
 - supports and aligns with the 2040 Strategy,
 - acknowledges the challenges of the rail network in GM; and
 - remains realistic about the options available for progress within current railway industry structures.
- 1.3 The GM Mayor has recently highlighted the opportunity presented by the Williams Review for major reform of how rail services are delivered and the future requirement for GM, as part of an integrated GM transport system.

OBJECTIVES, TIMEFRAME AND AUDIENCE

- 2.1 The purpose of a GM Prospectus for Rail is: 'To clearly communicate GM's vision, objectives and delivery priorities for rail-based modes in GM for the period to 2040 and beyond, in support of local, regional and national sustainable and inclusive economic growth ambitions'.
- 2.2 Rail-based modes have a vital role to play in achieving world class connections which support long-term, sustainable economic growth and provide access to opportunity for all. GM needs a rail system fit for the 21st century which is efficient, resilient, inclusive, safe and secure, clean and green; which has more capacity, is passenger focused and reliable and which enables the delivery of the wider benefits articulated in the Greater Manchester Local Industrial Strategy, the Greater Manchester Spatial Framework and the Greater Manchester Transport Strategy 2040.
- 2.3 With regards to timeframe, the document will set out a long term vision with a clear, shorter-term delivery plan. These align with our 2040 Delivery Plan timeframes:
 - Short term priorities (2020-2025)
 - Medium term priorities (2025-2035)
 - Long term priorities (post 2035)

- 2.4 The GM Prospectus for Rail covers all rail based modes, reflecting the city-region's aspiration for a larger tram network and tram-train , and enabling us to demonstrate our strong track record in Metrolink delivery, operation and growth.
- 2.5 The Prospectus will comprise two documents; the main GM Prospectus for Rail and a two-page summary for decision makers and key stakeholders.
- 2.6 We anticipate the audience to be a range of key stakeholders including; Government (DfT and HMT in particular); local politicians, senior TfGM/GMCA and District officers; senior rail industry and other transport decision-makers including TfN.

BENEFITS OF A GM PROSPECTUS FOR RAIL

- 3.1 The GM prospectus is expected to bring the following benefits:
- 3.2 Offer clarity to Government and industry partners on what GM's priorities are for rail-based modes and what outcomes we believe they will deliver.
- 3.3 Communicate GM's work, both published (5 Year 2040 Delivery Plan 2020-2025; HS2 and NPR Growth Strategy), and emerging (particularly our Rapid Transit Strategy, recent rail studies and City Centre Transport Strategy) to a wider external audience. The prospectus will emphasise the importance not only of delivering the wider inter-city connectivity provided by HS2 and NPR, that is so important in driving and supporting the Northern economic powerhouse, but also intra-city journeys. These enable the people of Greater Manchester to get to work, study and play, and are an essential component of the 'Our Network' vision.
- 3.4 Enable GM to codify industry's short term interventions (0-5 year) around the Central Manchester Capacity Study, Continuous Modular Strategic Planning (CMSP) and TransPennine Route Upgrade (TRU) to ensure a clear plan to deliver on performance, reliability and capacity improvements.
- 3.5 Provide a mechanism for communicating GM's response to the Williams review, and to the 2019 spending review.

PROPOSED CONTENT OF GM PROSPECTUS FOR RAIL

- 4.1 **1. The Role of Rail in GM** – To include current challenges; current role and performance of rail based modes in GM (by journey type, covering passenger and freight issues) and our future vision for the role of the Metrolink and suburban rail networks set in the context of achieving GM, northern and UK priorities.
- 4.2 **2. Principles (or Network Ambitions/Objectives) for Success** - Based on the draft Rapid Transit Strategy principles:

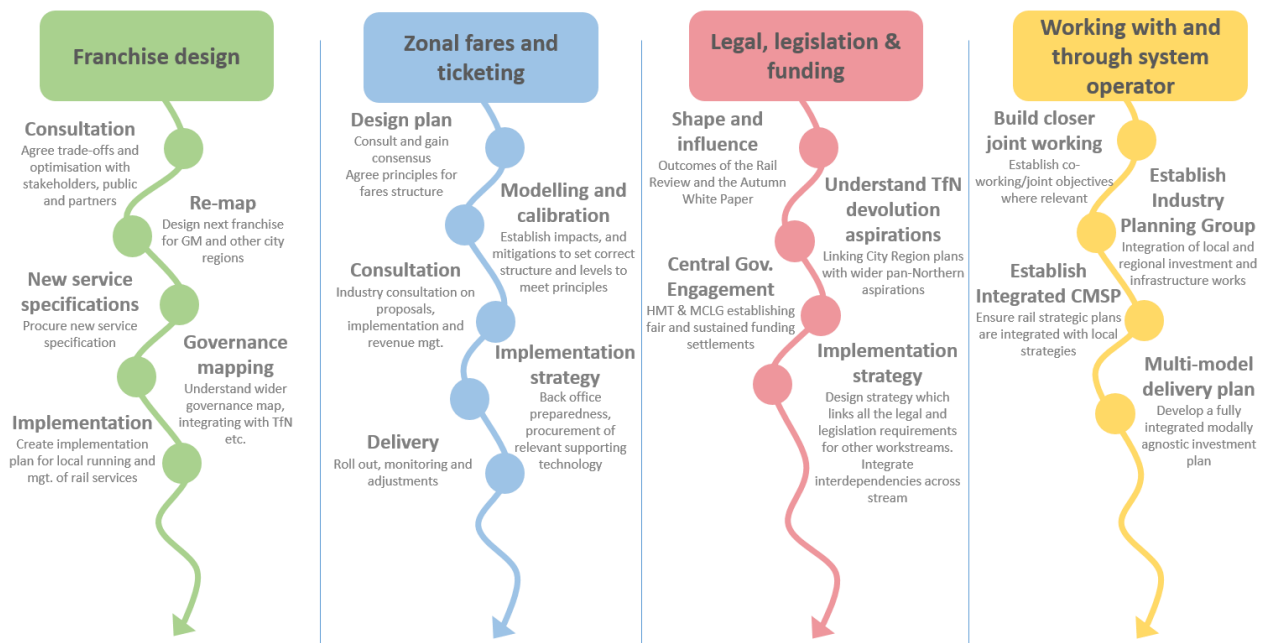
- Make best use of existing rail infrastructure;
- Capacity and connectivity improvements to the rail-based network;
- A rail-based network that is responsive to local priorities and accountable to local people;
- Support integration between rail-based transport and other modes.

4.3 **3. GM’s Critical Rail-based Markets** - Travel into and across the Regional Centre; Inter-urban Connectivity and Manchester Airport. Draw on 2040 ‘right mix’ vision analysis.

4.4 **4. GM’s Key Priorities for National Rail services in and around GM** – short- medium- and long-term priorities for inter-city connectivity; Intra-city connectivity; freight and linking up airports and ports.

4.5 **5. GM Network** - Our response to the Williams Review trailed the production of the prospectus (Page 6, para 1.5). We have consolidated these points into four proposed workstreams (pathways) for improving National Rail services in and around GM, which will form the content of this section, namely:

- Service design
- Fares and ticketing
- Legal, legislation and funding
- Working with and through industry









4.6 **6. Prospectus in relation to the draft Delivery Plan of the GM Transport Strategy 2040** - The immediate rail interventions planned for the next five years (2020-2025) in the Delivery Plan will remain; subject to the outcome of the recent public consultation. We will add the early milestones for the prospectus in the Delivery Plan as they emerge. At this stage, they

are unlikely to be physical interventions, but could (for example) include public consultations on fares or service patterns.

- 4.7 **7. Next Steps** - What do we want from Government, National Rail, TfN and franchise operators, and what will GM provide in return? This section will outline a programme of work – this will (when approved) give specific activities within the programme – e.g. converting to zonal fares for relevant franchises – analysis and options.

OUTLINE WORK PROGRAMME

- 5.1 The prospectus will be ready for the main party conferences mid-September. The final draft of the prospectus will be available on the 30th August.

Milestones	July	August	September
Mayor's Transport Portfolio	09 Jul 19		
GMCA Meeting - Delegated Authority for early Sept release	26 Jul 19		
Fixed Track Steering Group		07 Aug 19	
Rail Board		07 Aug 19	
GMTC - GM Rail Prospectus update paper		09 Aug 19	
First draft of GM Rail Prospectus: Main Document & 2-Page Summary		16 Aug 19	
Final GM Rail Prospectus		30 Aug 19 	
Mayor's Transport Portfolio			10 Sep 19
WLT Meeting			11 Sep 19
Final GM Rail Prospectus - Public Release			16 Sep 19 
GMCA Meeting - Rail Prospectus for Information			27 Sep 19
Start of Liberal Democrat Party Conference			14 Sep 19
Start of Labour Party Conference			22 Sep 19
Start of Conservative Party Conference			29 Sep 19
Stakeholder Engagement			
DfT			
Network Rail			
TfN			
Design Team Involvement			

Bob Morris
Chief Operating Officer