

MINUTES OF A MEETING OF THE CAPITAL PROJECTS COMMITTEE OF THE GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY HELD ON 15 JANUARY 2010

PRESENT: Councillor Richard Knowles (In the Chair)

Councillors Dylan Butt, Jim Dawson, Andrew Fender, Ian Macdonald, *David Sandiford, Peter Scott, Eunice Smethurst, David White, Alan Whitehead, Michael Winstanley and Craig Wright

* denotes a substitute Member

APOLOGIES: Councillors David Jones and Keith Whitmore

CP/01/10 URGENT BUSINESS

The Chair agreed to accept the following items of urgent business under the provisions of the Section 100B (4) of the Local Government Act 1972:

- i. Smart Ticketing
- ii. Presentation By Network Rail regarding the progress of redevelopment proposals for Victoria Rail Station, Salford Central Rail Station, Salford Crescent Rail Station and Rail Electrification.

CP/02/10 DECLARATIONS OF INTEREST

There were no interests declared.

CP/03/10 MINUTES OF THE MEETING OF THE CAPITAL PROJECTS COMMITTEE HELD ON 6 NOVEMBER 2009

The Minutes of the Capital Projects Committee held on 6 November 2009 were submitted for consideration.

The following matters on the Minutes were raised:

CCTV on Northern Rail Rolling Stock – Minute CP/30/09 refers:

Members enquired about the assurances sought from the Department of Transport regarding the upgrade of class 142 and 150 train units in Greater Manchester. The GMPTE Chief Operating Officer undertook to provide the Committee with an update at the 5 March 2010 meeting of the Capital Projects Committee.

RESOLVED/-

1. That the Minutes of the meeting of the Capital Projects Committee held on 6 November 2009 be approved as a correct record.
2. That the Chief Operating Officer, GMPTE, be requested to provide an update on the assurances sought from the Department of Transport on the upgrade of class 142 and 150 train units in Greater Manchester to the 5 March 2010 meeting of the Capital Projects Committee.

CP/04/10 CAPITAL PROGRAMME MONITORING

Consideration was given to a report advising Members of the Committee on the status of the Capital Programme and seeking releases from the 2009/10 Outline Minor Works Capital Programme.

The Finance and Corporate Services Director, GMPTE confirmed that £50,000 had been committed to assist in the delivery of the Network Rail National Station Improvement Programme (NSIP) scheme at Wigan North Western Rail Station.

The Committee was advised that consideration of the Metrolink Phase 3B Accelerated Package was still with Government together with submissions from other local authorities. Intelligence had suggested that the current focus of Government officials had been diverted to initiatives to address the recent severe weather; however, an announcement was expected soon.

A Member requested the branding of the Yellow School Bus vehicles purchased as a result of the successful bid to the Department of Transport 'Green Bus Fund', to inform the community that the vehicles were low carbon emission vehicles.

Officers undertook to provide GMITA Members from Stockport with information on the specific deployment of the six Yellow School Bus vehicles to be operated in Stockport.

RESOLVED/-

1. That the status of the Capital Programme be noted.
2. That the release of £990,000 from the Outline Minor Works Capital Programme be approved as follows:

	January 2010 Recommended Release £'000
Smartcard	500
Altrincham Interchange	150
Transport Data	65
General Rail Station Development Contributions	75
Regional Centre Transport Strategy Development	50
Rochdale Rail Station	50
Manchester Oxford Road	50
Manchester Victoria Station (Passenger Facilities)	50
Total For January Release	990

3. That officers be requested to consider the branding of Yellow School Bus vehicles purchased as part of the Green Bus Fund bid.
4. That officers be requested to provide GMITA Members from Stockport with information on the deployment of the six Yellow School Bus vehicles to be operated in Stockport.

CP/05/10 SALFORD RAIL STATIONS UPDATE REPORT

Consideration was given to a report providing Members with an update on the potential redevelopment of Salford Central and Salford Crescent Rail Stations in light of the recent work undertaken with key stakeholders.

Clarification was sought on the opportunities that might result from the electrification of the Liverpool to Manchester rail line and specifically the importance of local stopping trains. GMPTE officers confirmed that work would continue with Network Rail and the Committee would be kept apprised of information. Officers also undertook to seek confirmation from Network Rail on the operational implications for Victoria Rail Station.

Members highlighted that there were no toilet facilities at Salford Central and officers undertook to forward the request to Network Rail and Northern Rail.

Officers confirmed that the £50M identified within the Greater Manchester Transport Fund for rail schemes was not part of the 'Better Stations Fund'. However the conclusions of the 'Better Stations' review would be a consideration for the identification of potential investment options and priorities.

RESOLVED/-

1. That the report be noted and that officers be requested to submit a further update report to the 5 March 2010 meeting of the Capital Projects Committee, when further information regarding the potential redevelopment schemes should be available.

2. That officers also be requested to provide the 5 March 2010 meeting of the Capital Projects Committee with progress on the proposed electrification programme and the outcome of the Manchester Hub Study.

CP/06/10 MANCHESTER VICTORIA RAIL STATION

Consideration was given to report providing Members with an update on the proposed passenger facility enhancements at Manchester Victoria Rail Station being progressed through the National Station Improvement Programme (NSIP).

RESOLVED/-

1. That the report and progress made in recent months be noted.
2. That officers be requested to provide a further update report to the 5 March 2010 meeting of the Capital Projects Committee.

CP/07/10 THE IMPLICATIONS OF THE CARRIAGE OF BICYCLES ON TRAMS

Consideration was given to a report providing Members with an update following a feasibility study undertaken by consultants into the carriage of bicycles on trams.

The Metrolink Director premised the introduction of the report by advising the Committee of the intention to publish on the GMITA website the Mott MacDonald consultants report commissioned to research study the readily available information and the identification of potential issues and suggested viable measures.

The research study reviewed a number of tram systems in operation, demonstrating that the majority operated a similar policy regarding the carriage of bicycles. However, on a limited number of occasions this policy was waived by special arrangement for particular events on the Sheffield Supertram and Docklands Light Railway. A number of European operations had also been reviewed which also demonstrated that the majority of light rail systems did not permit the carriage of bicycles. A limited number permitted the carriage of bicycles at the weekend, during off peak or in very few cases at any time.

The Chair of the Capital Projects Committee informed the meeting that he had agreed to allow Pete Abel, a member of Manchester Friends of the Earth – Love your Bike Campaign, to address the meeting:

The main issues raised included:

- Consideration of the current GMITA policy in the absence of the Mott MacDonald report
- The carriage of bicycles on the London Underground in the off peak period
- The majority of users of Brompton bicycles do not travel with the carry-case
- The transport of unfolded double buggies, which posed similar hazards as bicycles to passengers
- Recommended the carriage of bicycles on trams during the off peak

A number of Members recommended that the report be deferred pending consideration of the Mott MacDonald research study supported by a comprehensive analysis of the research and consultation with users and cyclists groups.

The requirement for increased investment in cycle facilities on the Metrolink network was acknowledged, however it was suggested that this was not a substitute for adapting the existing Metrolink vehicles to enable the carriage of bicycles.

Members suggested consideration should be given to the health benefits associated with cycling and access to leisure in addition to access to work.

It was also suggested brought to the Committee's attention that cyclists who previously utilised the Oldham/Rochdale Line would be losing a facility as a result of the conversion to Metrolink. The Chair of the Committee reminded the meeting that the carriage of bicycles on heavy rail was at the discretion of the train guard and cyclists were regularly declined access to trains during busy periods.

The Committee was reminded of the legal obligation to provide facilities for disabled passengers to access public transport in response to the suggested comparison of issues with the carriage of bicycles.

Members also highlighted the potential dangers to other passengers in the event that the carriage of bicycles was permitted, particularly given the congestion on trams, in addition to the policing and revenue implications associated with the carriage of bicycles in the event of any changes to the Authority's policy.

It was suggested that the report recommendation to improve cycle facilities at Metrolink and Rail stations be strengthened.

MOTION MADE/-

That Recommendation 1 (Endorse the decision to continue with the current policy to forbid the carriage of bicycles on trams with the exception of folding cycles, which should be fully encased) be deferred pending consideration of the Mott MacDonald research study supported by a comprehensive analysis of the research and consultation with tram users and cyclists groups.

The Motion having been put the Committee voted on it. There were 5 votes in support of the Motion and 7 against following which the Chair declared the **MOTION LOST**.

MOTION MADE/-

That Recommendation 2 (Endorse the decision that the GMPTE should continue to provide investment for cycle facilities on the Metrolink network, rail stations and any future proposals, such as the anticipated Park and Ride facilities, be endorsed) be strengthened to reflect that GMPTE provide **increased** investment for cycle facilities on the current Metrolink network , rail stations and any future proposals such as the anticipated Park and Ride facilities.

The Motion having been put the Committee voted on it. There were 12 votes in support of the Motion and the Chair declared the **MOTION CARRIED**.

The Committee then voted on the substantive recommendation 1 and it was:

RESOLVED/-

1. That the current policy whereby the carriage of bicycles on trams was forbidden, with the exception of folding cycles which should be fully encased, be endorsed (7 votes in favour and 5 votes against).
2. That the proposed increased investment provided by GMPTTE for cycle facilities on the current Metrolink network, Rail Stations and any future proposals, such as the anticipated Park and Ride facilities be endorsed and that officers be requested to submit a report detailing the current and future proposed cycle storage facilities at Metrolink and Rail Stations to the 5 March 2010 meeting of the Capital Projects Committee.

CP/08/10 METROLINK, BUS AND RAIL PLANNING APPLICATIONS UPDATE

Consideration was given to a report providing Members with an update on Metrolink, Bus and Rail Planning applications.

In response to comments regarding the name of the Withington Stop, the Chair advised the Committee that the naming of specific Metrolink Stations had been agreed with the appropriate districts.

RESOLVED/-

That the report be noted and that officers be requested to submit an update report to the Capital Projects Committee on a regular basis, with the inclusion of web-links to information relating to individual stations.

CP/09/10 METROLINK MOSLEY STREET STOP

Consideration was given to a report providing Members with an update on the potential closure of the Mosley Street Metrolink stop.

Officers clarified that the stop closure process would take approximately a year to process and implement. It was also clarified that the operational plan would be for services to observe the Mosley Street stop during that period.'

It was also clarified that the Mosley Street Metrolink stop would not be closed until Real Time Passenger Information was operational.

RESOLVED/-

1. That the closure of the Metrolink Mosley Street stop and the issue of notice to the Department of Transport be approved.
2. That Real Time Information displays be installed in the Piccadilly Gardens area and at nearby locations, providing real time information on the next tram arrival and from which stop the next Altrincham service would depart (Piccadilly Gardens or Market Street).

CP/10/10 SMART TICKETING

Consideration was given to a report updating Members on the progress of smart ticketing initiative and seeking the release of £500,000 from the Outline Minor Works budget for 2009/10 to progress the bid for funding of the Smartcard development from the Department of Transport and to progress any time critical work.

Officers clarified that the proposed ITSO Smartcard and bank credit and debit card smart ticketing capability would enable a number of functions to be added as the scheme was phased in across Greater Manchester.

RESOLVED/-

That the report be noted and that the release of £500,000 from the outline Minor Works budget for 2009/10 to progress a bid for funding for Smartcard development from the Department of Transport and to progress time critical work, particularly relating to procurement activity, be approved.

CP/11/10 FUTURE MEETING

RESOLVED/-

That, as previously agreed, the next meeting of the Capital Projects Committee be held on Friday 5 March 2010 at 10.30am.

CP/12/10 EXCLUSION OF PRESS AND PUBLIC

RESOLVED/-

That, under Section 100 (A) (4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item if business on the ground that it involved the likely disclosure of exempt information as set out in Paragraph 3, Part 1, Schedule 12A, Local Government Act 1972.

CP/13/10 NETWORK RAIL PRESENTATION

The Committee received a presentation from John Clee, Network Rail, on the progress of work relating to the redevelopment proposals for Salford Central Rail Station, Salford Crescent Rail Station, Victoria Rail Station and Rail Electrification.

RESOLVED/-

That the presentation be received.