

**MINUTES OF A MEETING OF THE  
DEVELOPMENT AND OPERATIONS  
COMMITTEE HELD ON FRIDAY, 1 MAY  
2009**

**PRESENT:** Councillor Richard Knowles (In the Chair)

Councillors Dylan Butt, Matthew Colledge, Andrew Fender,  
Peter Scott\*, David White\*, Alan Whitehead and Keith  
Whitmore

\* denotes substitute

**APOLOGIES:** Councillors David Jones and Craig Wright

**DEV/9/18        DECLARATIONS OF INTEREST**

There were no declarations of interest made.

**DEV/9/19        URGENT BUSINESS**

The Chair informed the Committee that he had agreed to the submission of a response letter from Northern Rail about overcrowding at Salford Crescent station as an item of urgent business to be taken in conjunction with the report on Salford stations and the Network Rail Delivery Plan (Min. 24 below refers).

**DEV9/20        MINUTES**

**RESOLVED/-**

That the Minutes of the meeting held on 27 February 2009 be approved as a correct record.

**DEV/9/21        METROLINK CITY CENTRE WORKS**

A report was submitted providing an update on the Metrolink City Centre Works and the next stages of the work.

A member suggested it would be useful to see a model of the proposed works in St Peter's Square. It was noted that one could be made available for viewing on a laptop computer. I was noted that the length of time for consultation was very challenging. It was further suggested that the British Legion should be invited to view the model and give their views.

In relation to publicity for the works the Chair commented that the notices displayed did not contain details of the anticipated length of closure of particular sections of track.

**RESOLVED/-**

That the contents of the report be noted.

**DEV/9/22 METROLINK PHASE 3 – MEDIA CITY UPDATE**

A report on progress on the Metrolink Extension into Media City was submitted. In response to a question regarding the final design the Metrolink Director informed members that a report on implications and an overview would be presented to the Committee.

**RESOLVED/-**

That the report be noted.

**DEV/9/23 METROLINK SERVICE IMPROVEMENT PROJECTS**

A report providing an update on the Service Improvement Projects was submitted.

**RESOLVED/-**

That the report be noted.

**DEV/9/24 SALFORD STATIONS AND NETWORK RAIL DELIVERY PLAN UPDATE**

A report was submitted for the purpose of providing an update in respect of Salford Central and Salford Crescent stations in the light of recent work that had taken place with key stakeholders.

A member suggested that funding opportunities through, for example, the Trans-European Network should be explored.

The Committee considered a response from Northern Rail to the Chair of the Authority's letter regarding overcrowding at Salford Crescent station. The Chair of the Committee rebutted the point made in the response letter about passenger cross flows being limited at the station. He said that Salford URC figures showed 600,000 transfer passengers per year. Referring to the assumption that two platforms at the station would have to be rebuilt, the Chair said that the existing platforms could be extended with relatively minor work to accommodate the requirement of six carriage platforms. In the intermediate period the solution would be to move the ticket office at the bottom of the ramp.

**RESOLVED/-**

1. That the report be noted and that a further report be submitted to the Committee in autumn 2009, once further information regarding the way forward for the schemes becomes available.

2. That future funding opportunities through, for example, the Trans-European Network be explored.

#### **DEV/9/25 VICTORIA STATION UPDATE**

A report updating members on the progress of the redevelopment of Victoria Station being progressed by Network Rail and its development partner was submitted.

#### **RESOLVED/-**

That the progress of the development work for the scheme be noted and that Network Rail be requested to submit a further report to the next meeting of the Development and Operations Committee.

#### **DEV/10/26 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 items of business on the grounds that these involve the likely disclosure of exempt information as set out in paragraphs 3, Part 1, Schedule 12A, Local Government Act 1972.

#### **DEV/9/27 NETWORK RAIL ISSUES**

Graham Botham, Principal Commercial Scheme Sponsor, Network Rail gave a presentation on progress on Victoria Station redevelopment.

Members were informed of progress on Victoria station and the Hub since January 2009.

It was reported that the Northern way report had been published in April. Network rail were developing options. The Northern Way report had identified 10 conditional outputs to deliver economic benefits:

- Capacity and flexibility
- Carbon reduction
- Train performance
- Journey time
- Growth centres in Greater Manchester
- Connectivity to deliver economic benefits
- Manchester Airport
- Transpennine
- North South links and High Speed Rail
- Freight

Benefits would include:

- Economic growth of Greater Manchester
- Increased capacity, faster and more frequent commuter services
- Links to Leeds, Sheffield, Liverpool and Preston
- Airport links improved
- High Speed Rail study
- Tram-train development
- Metrolink and bus services.

Network Rail's objectives:

- National strategic importance
- Value for money and affordable
- GMITA support for strategy Network Rail was developing
- 2012 high level output statement.

In terms of progress, Network Rail had begun an analysis, shareholder events and meetings were being held and Network Rail were working with GMPTE on party conferences.

Graham Botham outlined the next steps as follows:

- Summer – initial analysis complete
- Autumn – September emerging conclusions would be shared
- Winter – feedback from stakeholders
- January 2010 – final report published.

In response to a question about the level of resources at Network Rail to drive projects, Graham Botham said that a series of project teams had been established. The Chair asked about the potential for substantially improving the limited retail offer at Victoria Station, Graham Botham explained that retail was managed by Northern Rail, and while proposals regarding retail development had had to be curtailed in the current economic climate, he believed there were opportunities that Northern could pursue by making better use of existing space.

In relation to the roof at Victoria Station it was noted that there were different solutions:

- To renew the roof as part of the lead development if resources were available
- Replace the roof with more modest steel and glass materials
- Renew the roof with an increased amount of glass

At the present time funding had not been secured but Graham Botham said he was confident funding would be found to do something with the roof. It was

anticipated that Network Rail would be assessing the options during the next few weeks.

A member raised the issue of High Speed Rail and asked whether an assurance could be given that local services would not be reduced further. A question was also asked about the location for the Interchange for Manchester.

In response Graham Botham said the challenge for the Northern Way was work on a number of centres of gravity where people could not change routes. One possible solution to this problem was to link routes into a principal location. In terms of the issue of local vs high speed services, Network Rail acknowledged that a balance had to be achieved. The Deputy Clerk undertook to obtain a copy of the DfT guidance.

The Chair commented that sufficient output was needed from technical solutions to provide material for lobbying at the party conferences. This would be the last opportunity before a General Election.

**RESOLVED/-**

That Graham Botham, Network Rail be thanked for his presentation

**DEV/9/28 METROLINK COMMERCIAL ISSUES**

A report providing an update on Metrolink Commercial issues was submitted.

**RESOLVED/-**

1. That the scope of the Service Improvement Projects detailed in the report submitted together with the associated budget be approved and the funding sources noted.
2. That a recommendation be submitted to the Authority at its meeting on 19 June 2009 in relation to the utilisation of reserves as detailed in the report
3. That it be noted that £4.3 million of Minor Works funding in relation to the programme of works (including £0.5 million for Altrincham Interchange) was approved into the outline Minor Works budget at the Authority meeting on 17 April 2009 and £0.425 million was released from the outline budget (including £0.125 million for Altrincham Interchange) at the same meeting to enable the scheme development and design work to be progressed.
4. That it be noted that the City Centre track works will now be completed by the end of October and that approval be given for the net budget of £12.1 million for the enhanced project which requires an increase in funding of £2.4 million, sourced from £1.4 million of GMITA reserves previously earmarked for TIF expenditure in 2008/09 and £1 million from borrowings.

5. That a report be submitted to the Authority on 19 June 2009, in relation to the utilisation of reserves and the approval of borrowings as set out in the report submitted.
6. That it be noted that, at the year end, a review of Metrolink future funding requirements will be undertaken to ensure that the mix of borrowings and reserve utilisation during the year is optimised.

#### **DEV/9/29 GREENFIELD STATION TICKET OFFICE**

A report was submitted on progress to date on works at Greenfield station and on the output of the Post Implementation Review process, following completion of work on site and the proposed further actions to be pursued by GMPTE and its partners.

The Chair commented that the work had still not been completed. There was a depression in the tarmac on the Manchester-bound platform, the station sign, the 'Mind the gap' sign and the directional sign to the free standing shelter had not been put in place.

The Interim Projects Director said he recognised this was an issue with the tarmac. The GMPTE had refused the specification and had asked the contractor to redo the work. It was anticipated that the contractor would come back with a revised specification shortly. In terms of the signage, Northern Rail were being pursued to put this in place without further delay.

The Chair commented that the Action Notes were useful. The problems experienced with United Utilities was an issue for every local authority. It was an issue that needed to be resolved nationally by Government. It was essential that representations were made about this. He expressed concern about the original schedule for the Project was 21 weeks that had turned into 46 weeks and posed the question of whether there were contract supervision lessons to be learned.

#### **DEV/9/30 SALE METROLINK PARK AND RIDE**

A report was submitted informing members of the introduction of a Park and Ride initiative at Sale station.

#### **RESOLVED/-**

That the initiative for a 6 month pilot phase for the Park and Ride scheme be endorsed, with a view to extending to a three year contract if successful.

#### **DEV/9/31 OLDHAM LOOP LINE**

A report outlining the proposed alternative travel provisions for the closure of the Oldham loop Line for its conversion to Metrolink was submitted. The report was supported by a presentation on the various options considered.

**RESOLVED/-**

That the proposals for the alternative travel during the closure of the Oldham Loop Line to enable GMPTE to carry out the negotiation process with Operators and to implement the next stage of the information campaign to passengers and local communities be approved.

**DEV/9/32 BT PAYPHONES ON METROLINK STOPS**

A report providing members with information regarding payphones on existing stops and the way forward for Phase 3A stops was submitted.

**RESOLVED/-**

That approval be given for the removal of public payphones from the existing stops and not provide payphones on Phase 3A stops.