CPP17/17 APOLOGIES

Apologies for absence were received from Councillor Rhyse Cathcart (Bury) and Councillor Doreen Dickinson (Tameside).

CPP17/18 URGENT BUSINESS

There were no items of urgent business for consideration.

The Chair informed Members that two major TfGM projects had won awards at a prestigious national ceremony. Second City Crossing (2CC), won Construction and Engineering Project of the Year at the National Transport Awards last night (Thursday 12 October 2017), while the Bus Priority Package, which included the North West’s first guided busway and the transformation of Manchester’s Oxford Road corridor, won an award for Improvements to Bus Services. Salford Council won the Excellence in Cycling and Walking award. Members praised the achievements and thanked all those involved.

CPP17/19 DECLARATIONS OF INTEREST

There were no declarations of interest received at the meeting.
CPP17/20   MINUTES OF THE LAST MEETING HELD ON 1 SEPTEMBER 2017

Members considered the minutes of the previous meeting held on 1 September 2017.

RESOLVED/-

Subject to John Taylor (Stockport) being added to those present, the minutes of the Capital Projects and Policy Sub Committee meeting, held on 1 September 2017 be approved as a correct record.

CPP17/21   RAIL INFRASTRUCTURE UPDATE

Consideration was given to the report of the Head of Projects Group that provided an update on recent progress in respect of a number of rail station infrastructure schemes and initiatives in Greater Manchester (GM).

Regarding paragraph 2.6 of the report, it was explained that whilst there was no change to the planned activities, Northern Rail had advised that they had resequenced the enhancement works to Hadfield, Hattersley and Hyde Central.

A Member advised that he was waiting for Network Rail to approve a scheme, funded by the council, to achieve step free-access at Salford Central Station. The Head of Projects Group agreed to discuss this with Network Rail.

A detailed discussion took place about paragraph 3.8 (Rail Station Accessibility) of the report. Despite the work already carried out to lobby government and ministers, Members were still very concerned about the current position and potential funding (54 out of 92 stations not accessible). Given the poor results for GM in the National Review and lack of funding, it was not a priority for government. Whilst Members acknowledged the work of the GM Mayor pushing for devolved power, a ministerial/Secretary for Transport decision was needed. Members agreed that priorities to provide accessible stations could not be met and suggested a devolved budget was the solution. The Chair recommended the devolved management of railway stations and any required change to policy as the way forward. Another Member supported the Chair’s proposal of a devolved budget, the stations needed to be run locally to make them accessible.

After talking with a wheelchair user about their rail experience and asking them what would help to improve their journey, a Member advised that more staff awareness/training and improved signage would be beneficial. Whilst the user said the service had greatly improved, they had experience of staff being unaware of where the boarding ramps were or they did not know accessible routes. The Head of Projects Group agreed to speak to the Head of Rail.

RESOLVED/-

1. That Members noted the contents of the report and the progress, which had been made on the various rail schemes and initiatives in recent months.
2. Members noted that a further update report would be submitted in February 2018.

**CPP17/22  METROLINK CAPITAL UPDATE**

Members considered the report of the Head of Projects Group that presented an update in relation to the Metrolink Capital Programme, including work on the extensions and the enhancements to the existing network. Details of progress on the individual projects were set out in the report.

A Member suggested that more pavement signage was required to advise pedestrians, which way to look when crossing the tramway in St Peter’s Square, Manchester. It was explained that the contemporary European City feel, features of the tram stops and modern open plan design of St Peter’s Square, led pedestrians in certain directions. To date, there had not been any tramway incidents in St Peter’s Square where there had been previously in other parts of the city.

A Member, who was a cyclist, commented that pavement markings would not be of any benefit to cyclists and would not prevent an unlikely accident. A Member explained that there was a concern about there being no physical segregation between pedestrians and the tramway. However, St Peter’s Square worked extremely well. The open design, allowing tram drivers and pedestrians to clearly see the area around them did inherently make it a lot safer. Officers agreed to take the comments on board.

**RESOLVED/-**

Members noted the progress made on the Tram Management System (TMS) programme, Second City Crossing (2CC), Trafford Park Line (TPL) and Renewals and Enhancements Programme.