TRANSPORT FOR GREATER MANCHESTER COMMITTEE

MINUTES OF THE MEETING OF THE CAPITAL PROJECTS AND POLICY SUB COMMITTEE, HELD ON 12 OCTOBER 2018 AT THE FRIENDS MEETING HOUSE, MANCHESTER

Councillor Guy Harkin Bolton (in the Chair)
Councillor Noel Bailey Bury
Councillor Angeliki Stogia Manchester
Councillor Howard Sykes Oldham
Councillor Roger Jones Salford
Councillor Kate Butler Stockport
Councillor Annette Finnie Stockport
Councillor Warren Bray Tameside
Councillor Doreen Dickinson Tameside
Councillor Michael Cordingley Trafford
Councillor James Grundy Wigan

IN ATTENDANCE:

Rod Fawcett Head of Policy, TfGM
Alex Cropper Head of Projects Group, TfGM
Bob Morris Chief Operating Officer, TfGM
Steve Annette Governance & Scrutiny, GMCA

CPP18/11 APOLOGIES

Apologies for absence were received from Valarie Leach (Oldham), Councillor Robin Garrido (Salford), Councillor Eunice Smethurst, and Councillor Mark Aldred (Wigan).

CPP18/12 CHAIR’S ANNOUNCEMENTS AND URGENT BUSINESS

The Chair reported that TfGM had been successful at a recent awards ceremony and the City Region airport also received an award.

CPP18/13 DECLARATIONS OF INTEREST

Councillor Annette Finnie declared a personal interest in Item 5 (Rail Infrastructure Update) due to her being a ‘Friend of Marple Station’

CPP18/14 MINUTES OF THE LAST MEETING HELD ON 27 JULY 2018

Members considered the minutes of the previous meeting held on 27 July 2018.
RESOLVED/-

The minutes of the Capital Projects and Policy Sub Committee meeting, held 27 July 2018 be approved as a correct record.

CPP18/15 RAIL INFRASTRUCTURE UPDATE

Members received a report which provided an update on recent progress in respect of a number of rail station infrastructure schemes and initiatives in Greater Manchester.

A member expressed concern regarding the delays in rail station accessibility improvement works and the significant impact this was having on large numbers of members of the public. The Chair added that he had recently raised this matter with TfGM and that he had suggested, where it was practical, the introduction of evacuation chairs at train stations, and that assistance is offered when practical in those stations which are staffed.

A member commented that accessibility at Greenfield station remained an issue that required resolution. The member also commented that as a result of the Network rail development activities at Mills Hill rail station, the car parking area was largely occupied by porta cabins and this was taking away valuable parking spaces for those wishing to park up and use the rail service. In response a representative of TfGM said that this was a matter he had previously raised with Network rail and agree to contact them again and raise the concerns of members.

A member commented about the rail industries policy with regard to the charging policy for using public toilets at Victoria and Piccadilly stations following certain mainline London stations becoming free to use by the Mayor. TfGM agreed to respond on the matter as soon as Network provided details of the scheme.

RESOLVED/-

That the report and progress that had been made on the various rail schemes and initiatives in recent months be noted.

CPP18/16 METROLINK CAPITAL UPDATE

Members received a report which provided an update on recent progress in respect of the Metrolink Capital Programme.

A member asked whether there was a holistic plan for the Metrolink network, and this prompted a general discussion in which members were encouraged to share their respective authority’s aspirations for further developing the network.

A member commented that she welcomed the Metrolink network extension to the Trafford Centre and added that a key issue whilst the extension work was progressing was that every effort was being made to ensure traffic management arrangements were coordinated to take into account other road improvement works, such as the
Manchester and Salford Inner Relief Route. The member also commented that it was vital to ensuring that environmental, social and economic benefits were realised and how this in turn supports local businesses, creates a supply chain, and provides jobs, training and upskilling opportunities across the conurbation. Members commented that it would be useful to receive a report on this matter at a future meeting and that moving forward social value considerations and ambitions should be integral to every business case.

A member commented that it was important to have the necessary infrastructure built in at the outset of any proposed expansion plans to support the viability of the network.

TfGM commented that the GM Transport Strategy 2040 on behalf of the Greater Manchester Combined Authority (GMCA) and the Greater Manchester Local Enterprise Partnership (LEP) described the vision to establish a fully integrated, high capacity transport system across Greater Manchester and how this would tie into the Greater Manchester Spatial Framework. It was noted that the next steps and priorities over the coming five years and including medium to long term priorities are being worked up and developed by the GMCA, TfGM and the ten district councils in the form of a 2019 – 2014 Delivery Plan, which will be submitted to the GMCA and TfGM.

RESOLVED/-

That the report and progress which had been made on the various Metrolink schemes and initiatives in recent months be noted.

CPP18/17 UPDATE ON APPROACH TO GM MINIMUM STANDARDS FOR TAXI AND PRIVATE HIRE

Members considered a report which provided an update on proposals to introduce common, minimum standards for Taxis and Private Hire vehicles licensed by Greater Manchester district authorities, and to discuss the recommendations of the Department for Transport (DfT) Task and Finish Group on 'Taxi and Private Hire Vehicle Licensing - steps towards a safer and more robust system'

A member reported that the matter had been considered by the Labour Group, prior to the meeting, who supported the development of common, minimum standards for taxi and private hire licensing across Greater Manchester.

In relation to the recommendations made by the Chair of the DfT commissioned Task and Finish Group, as set out at appendix two to the report, the member added that it was the Labour Group’s view that recommendations 1 - 6, 12, 20 and 23 be supported in principle, subject to views at district level, and that the remaining recommendations be subject to further and more detailed consideration. However, in relation to Recommendation 4, it was felt that districts needed to retain certain powers, such as providing for local licensing panels/disciplinary matters. Other members of the committee welcomed the report and concurred with this approach.
It was noted that the Night Time Economy adviser had been consulted on the proposals and that he had helped promote the informal consultation of taxi and Private Hire passengers, undertaken by TfGM on behalf of districts during the summer. A member highlighted that there would be training issues for members going forward.

**RESOLVED/-**

1. To support the plans to introduce common, minimum standards for taxi and private hire vehicles, drivers, operators and licensing in Greater Manchester.

2. To note the recommendations submitted by the Chair of the DfT commissioned Task and Finish Group on Taxi and Private Hire Licensing – steps towards a safer more robust system, affirming support in principle for Recommendations 1 - 6, 12, 20 and 23 subject to views of Districts and for further, more detailed consideration to be undertaken in relation to the remaining recommendations.