

Council Meeting – 30 November 2016

ITEM 7 - Joint Authority Questions:-

Greater Manchester Police

1. The recent imprisonment of a lorry driver jailed for causing death by driving whilst using his mobile phone has highlighted this dangerous practice? Despite this I witness on a daily basis drivers flaunting the law and driving with their phone to their ear. Can the leader confirm how many Bury residents have been prosecuted for this and what efforts are being undertaken to enforce the law?' (Councillor Adams)

The number of drivers in Bury caught using their mobile phone whilst driving has nearly doubled in the last year. In 2015/16 GMP issued 270 automatic fixed penalty notices to motorists in the borough compared to 150 in the previous year.

The #wrongfortheroad campaign was launched w/c 18th November by GMP, supporting a nationwide week of action. From Monday 14 November officers have been using undercover and marked police vehicles to catch people and the operation will continue throughout the coming weeks and in the run up to Christmas.

From next year, new penalties will be in place seeing drivers get six points on their licence and a £200 spot fine for using a mobile phone while driving.

More than 5,000 drivers in Greater Manchester have been given fixed penalty notices or sent on a mobile phone awareness course in the past two years.

GMP will also be raising awareness of the issue through social media and calling on people to consider what they are doing.

(To be answered by Councillor Shori – Council's Rep on GM Police and Crime Panel)

Transport for Greater Manchester

2. Could the Authority's spokesperson on the Transport for Greater Manchester Committee inform members what further risk assessments have been undertaken following the tragic south London tram crash earlier in the month to ensure such a derailment will not happen on our system. (Councillor D'Albert)

(To be answered by Councillor Bayley)

At TfGMC Metrolink and Rail Committee, members noted with sadness the tragic incident that had recently taken place on the Croydon Tramlink and expressed their condolences to the family and friends of all those involved.

In light of this incident officers provided an update on the operational and monitoring measures in place on the Metrolink network.

Members noted that recent audits by the Office of Rail Regulation underlined that Metrolink is a safe network and that officers were committed to make sure that this remains so.

The full outcome of the investigation to the Croydon incident is awaited and if any changes in operating practices are identified as an outcome of this investigation, members will be updated accordingly.

MRDL, the Metrolink operator, has undertaken a full check of their policies, processes and procedures in light of the initial findings of the Rail Accident Investigation Branch (RAIB) interim report following the incident.

The following categories demonstrate how MRDL minimises risks and manages competency from a safety perspective:

- operations and maintenance;
- human factors;
- competency; and
- investigation of incidents and accidents.

AGMA Health Scrutiny

3. Could the Authority's representative on the AGMA Joint Health Scrutiny please inform members of what scrutiny has or is being undertaken on the Sustainability and Transformation Plan for Greater Manchester to ensure that health services can continue to be delivered within resources going forwards (Cllr Pickstone)

(To be answered by Councillor McKay)

- The GM STP has been considered at every meeting of the AGMA Health Scrutiny Committee since October 2015 and is in fact a standing agenda item
- Feedback from the STP engagement exercise was considered at the July 2016 meeting as was, the GM Commissioning Strategy, the Transformation Fund and the development of the Implementation Plan

- NHS England have agreed that the GM STP process meets their STP requirements
- The plan is supported by all 37 organisations across the conurbation including councils, CCGs and NHS trusts, as well as wider partners, it also wraps in 10 locality plans for each district within GM
- The GM plan, the locality plans have been subject to significant public engagement
- Jon Rouse Chief Officer, Health and Social Care Partnership met with Council leaders to discuss the STP and a written update was sent to all GM Councillors in October 2016.
- The STP will be considered further at public meetings (which are streamed live) of the Strategic Partnership Board
- The Council's own Locality plan will be considered at December's meeting of the Bury Local Health Overview and Scrutiny Committee

Transport for Greater Manchester

4. What contingency plans does TFGM have to look after vulnerable people who are travelling on the Metrolink tram system when it breaks down? (Cllr Quinn)

(To be answered by Councillor Bayley)

Transport for Greater Manchester work closely with the Disability Design Reference Group (DDRG) across all facilities in Greater Manchester. The DDRG, which was established in 2008, is a reference group made up of disabled individuals from across Greater Manchester who represent a thorough cross section of impairments. These ongoing regular discussions have been used to inform processes and procedures by the Metrolink operator, such as station design and contrasting colours aiding visually impaired.

TfGM have produced an access guide for vulnerable travellers¹. The guide contains information about what happens during disruption, e.g. during planned disruption low floor accessible buses are utilised.

¹ <http://www.metrolink.co.uk/using-the-network/Pages/Accessibility.aspx>.

Emergency call points provide instant access to a central control room and the network has comprehensive CCTV coverage throughout, allowing vulnerable people to access help, as required.

Customer Service Representatives (CSRs) have had disability awareness training to help them understand the needs of customers who have particular types of impairments.

The design of infrastructure and rolling stock is as accessible as possible for Metrolink customers and network announcement and passenger information displays provide information about disruption and travel alternatives.

A mobility scooter permit scheme was trialled and then adopted permanently. The scheme provides training to permit holders and advises them what to do if they experience any difficulties.

TfGM continually monitor complaints and comments to help improve the service provided and on occasion, the Metrolink operator authorises the use of private taxis for onward journeys, where a suitable alternative is not possible.