

**MINUTES OF THE MEETING OF THE
TRANSPORT NETWORK COMMITTEE OF
GREATER MANCHESTER INTEGRATED
TRANSPORT AUTHORITY HELD ON 22
MAY 2009**

PRESENT: Councillor MacDonald (in the Chair).

Councillors Aldred, Chadwick, Corris, Creswell, Davison, Dickinson, Dillon, Griffin*, Holland, Jones, McCulley, Sandiford*, Smith, Warner, White, Whitehead, Winstanley and Wright.

* Indicates the nominated deputy for an absent committee member.

APOLOGIES FOR ABSENCE: Councillors Critchley, Godson and Rock.

TNC/09/33 URGENT BUSINESS

a.) Forthcoming Changes to the Bus Network – Part B – Min Ref TNC/09/46

The Chair allowed consideration of this late item to allow Members an opportunity to consider the financial implications of proposed changes to the bus network.

TNC/09/34 DECLARATIONS OF INTEREST

There were no declarations of interest made.

TNC/09/35 MINUTES

The Minutes of the proceedings of the Transport Network Committee meeting held on 27 March 2009 were submitted for consideration.

RESOLVED/-

That the Minutes of the proceedings of the Transport Network Committee meeting held on 27 March 2009 be approved as a correct record.

TNC09/36 METROLINK SERVICE PERFORMANCE

The Metrolink Director submitted a report that informed Members of the service performance of the Metrolink network and any operational developments that had taken place during performance monitoring periods 11 and 12 (2 February – 29 March 2009) and detailed results for Metqual inspections for the same period.

It was noted that the City Centre Track Renewals Programme commenced on 6 April 2009 and as such services were now running a 12 minute frequency to St Peter's Square from Altrincham and Eccles; and to Victoria from Bury.

In addition, Members were informed that during August 2009, service on each of the Eccles and Altrincham lines were to close. This was to enable essential overhead

cabling works to take place on the Altrincham line and for the Media City Spur to be developed on the Eccles line. Officers were in the process of refining the bus replacement services for these closures, the details of which were to be provided to Members.

RESOLVED/-

- 1.) That the report be noted.
- 2.) That with regard to the August works on the Altrincham and Eccles lines, ITA Members were to be forwarded details of the bus replacement services.

TNC09/37 LOCAL RAIL SERVICE PERFORMANCE

Members considered a report of the Interim Service Delivery Director that informed them of local rail service performance within Greater Manchester and the surrounding area during reporting period 13 (1 – 31 March 2009).

In response to an enquiry from a Member as to when improvements in performance on the Southport Line would translate into a PPM of over 90%, it was noted that an extensive study by a Quality Improvement Team (QIT) had been undertaken and as such, measures to improve performance on the Southport section of the line had been put in place. Future focus of the QIT was to concentrate on identifying performance improvements from Southport to Wigan.

Following concerns by Member regarding poor performance of the Preston to Hazel Grove service group during this monitoring period, Northern Rail explained that this poor performance was the result of cable theft incidents on the line. Current performance data (Period 1) indicated that this service was now performing well.

A Member enquired as to whether GMITA, as co-signatories of the Northern Rail Franchise, would be able to make representations to the Department of Transport with regard to the Continuation Review of such. In response, officers undertook to clarify this issue with DfT.

RESOLVED/-

That the report be noted.

TNC09/38 RAIL SERVICE QUALITY MONITORING

The Interim Service Delivery Director submitted a report that informed Members of local rail service quality monitoring scores and other relevant issues within Greater Manchester for monitoring period 13 (1-31 March 2009).

During this monitoring period 14 stations failed to meet the service quality benchmark. These were Ardwick, Bryn, Denton, Failsworth, Flowery Field, Hattersley, Ince, Irlam, Littleborough, Marple, Milnrow, Moorside, Newton for Hyde and Patricroft.

It was noted that the main reasons for failures were due to poor cleanliness, graffiti, missing signage, poster problems, rusting seats, broken fencing, lighting, and broken help points and vegetation growth.

RESOLVED/-

That the report be noted.

TNC09/39 MONITORING OF DEMAND RESPONSIVE SERVICES

A report of the Interim Service Delivery Director was submitted that informed Members of monitoring results for demand responsive Local Link services.

Following the reported drop in patronage on the Hindley dedicate bus scheme, a Member requested that Wigan ITA Members be kept informed of issues regarding this service.

In response to an enquiry from a Member regarding what measurement was in place to ensure value for money of such local link services, officers confirmed that the provision of such services to low demand areas was good value for money when compared to the cost of subsidising bus services.

RESOLVED/-

That the report be noted.

TNC09/40 COMMENTS RECEIVED BY GMPTE

Members considered a report of the Interim Service Delivery Director that advised them that 1612 customer comments had been received by GMPTE between 1 January 2009 and 31 March 2009.

A Member commented that the current on-line forms to register complaints requested information that was not easily accessible by a member of the travelling public and therefore should be updated to become more user-friendly. In response, it was noted that the process of updating the entire GMPTE website was currently taking place.

RESOLVED/-

That the report be noted.

TNC09/41 METROSHUTTLE PATRONAGE AND PERFORMANCE

The Interim Service Delivery Director submitted a report that informed Members of the Metroshuttle bus network patronage and performance.

It was noted that there were currently four Metroshuttle routes in operation in Greater Manchester – three in Manchester city centre and one in Bolton town centre. There was also a town centre shuttle running in Stockport under contract to Stockport Council, funded with a 25% contribution from GMITA.

A Member commented that, having used the service in Bolton, further work was required to promote the service, in particular the introduction of greater signage and dedicated Metroshuttle stops.

In response to an enquiry by a Member regarding the Bolton Metroshuttle to Sainsbury's, officers were to investigate the feasibility of passengers boarding and alighting closer to the store.

Following a request by a Member, it was noted that officers were to include value for money information in future reports to this committee.

RESOLVED/-

That the report be noted.

TNC/09/42 EAST BOLTON AND EAGLEY LOCAL LINK

A report of the Interim Service Delivery Director was provided that informed Members of the progress of the East Bolton and Eagley Local Link service and provided Members with a proposal for the continuation of Local Link Demand Responsive Transport services in the Tonge Moor, Brightmet and Eagley areas of Bolton.

RESOLVED/-

- 1) That the success of the East Bolton and Eagley Local Link Services be welcomed;
- 2) That the continued funding for the operation, development and promotion of a revised combined service, as detailed in the report be agreed.

TNC09/43 FORTHCOMING CHANGES TO THE BUS NETWORK

The Interim Service Delivery Director submitted a report that informed Members of those changes that had taken place to the bus network since the last meeting of Transport Network Committee. The report also detailed consequential action taken or proposed by GMPTE and sought Members approval on proposed action.

A Member enquired if service 550 would still serve the local hospital. In response, officers undertook to investigate if this was still the case.

RESOLVED/-

- 1.) That the changes to the commercial network and the proposals not to replace the de-registered commercial services as set out in Annex A to the report be noted and appended to these Minutes;
- 2.) That the changes to the commercial network and the proposals to replace the de-registered services as set out in Annex B to the report be noted and appended to these Minutes;
- 3.) That the proposed changes to the existing general subsidised services set out in Annex C to the report be noted and appended to these Minutes;
- 4.) That with regard Service 10, Members approved the following:-

- Withdrawal of the Monday to Saturday 1850 journey from Brookhouse to Shudehill;
 - To curtail the Monday to Saturday 1920 journey from Brookhouse to Shudehill to start from Eccles to Shudehill;
 - To reduce the Monday to Saturday evening service from every 30 minutes.
- 5.) That consideration of changes to service 245 be deferred to allow officers to investigate the financial implications of retaining Altrincham services to Trafford General Hospital; and
- 6.) That with regard to Bolton Services, Members approved to reduce Services 507 and 519 from every 30 minutes to hourly Monday to Saturday and Sunday evenings. Other services were to remain at the current service level, with possible minor timetable revisions.

TNC09/44 EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED/-

“That under section 100 (A) (4) of the Local Government Act 1972, the press and the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as set out in paragraph 3 Part 1 Schedule 12 A, Local Government Act 1972”.

TNC/09/45 SUBSIDISED BUS NETWORK BUDGET UPDATE

A report of the Finance and Corporate Services Director was provided that updated Members with regard to the outturn on the 2008/09 subsidised bus services budget.

RESOLVED/-

That the report be noted.

TNC/09/46 FORTHCOMING CHANGES TO THE BUS NETWORK

The Interim Service Delivery Director submitted a report informing Members of financial and contractual information with regard to changes to bus services 10, 52, 53, 95, 182, 245 and Bolton Services (507, 510, 519, 561, 562, 571 and 572).

RESOLVED/-

- 1.) That the report be noted.
- 2.) That with regard Service 10, Members approved option b to the report to:-
 - a. Withdraw the Monday to Saturday 1850 journey from Brookhouse to Shudehill;
 - b. Curtail the Monday to Saturday 1920 journey from Brookhouse to Shudehill to start from Eccles to Shudehill;
 - c. Reduce the Monday to Saturday evening service from every 30 minutes to hourly.
- 3.) That services 95, 182 be approved as set out in the report;

- 4.) That consideration of changes to service 245 be deferred to allow officers to investigate the financial implications of retaining Altrincham services to Trafford General Hospital.
- 5.) That with regard to Bolton Services, Members approved option 2 to the report to reduce Services 507 and 519 from every 30 minutes to hourly Monday to Saturday and Sunday evenings. Other services were to remain at the current service level, with possible minor timetable revisions.

TNC/09/47 BUS SERVICE PERFORMANCE

A report of the Interim Service Delivery Director was submitted that informed Members of the performance of the bus network and subsidised bus contracts in Greater Manchester.

RESOLVED/-

That the report be noted.

TNC/09/48 PROGRESS ON ITA POLICY PRIORITY OF ORBITAL BUS SERVICES

The Interim Service Delivery Director provided a report that informed Members on the progress on the implementation of the ITA Policy Priority for the introduction of orbital bus services in Greater Manchester;

Members were also requested to make recommendations for advertising specific services for tender.

RESOLVED/-

1. That the progress made to date and endorse the continued progress as described in the report be noted;
2. That following operators' final commercial response, affirm the advertising of tenders for services as described in section 7.3 to the report;
3. That a further report be submitted when the results of operator interest and the tender exercise were known, to inform further decision making by the Committee with regard to fulfilling this Policy Priority.

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK**ANNEX A**

The Committee is requested to note or agree the following changes to the commercial network and the proposals not to replace de-registered commercial services:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/GMPTE officer recommendations
RE	12 Middleton – Middleton Junction - Moorclose	JP Travel	Service 12 operates Monday to Saturday daytime, every 20 minutes.	26/6/09	Alternative links to Middleton are provided along Grimshaw Lane by Services 80 and 112, (each every 20 minutes), and along Birchwood Road, Aspinall Street, Greenhill Road, Joshua Lane and Lees Street by hourly Service 159.	No GMPTE action at this stage.

MR	200 Shudehill – Piccadilly Night Circular	Stagecoach Manchester	<p>Service 200 operates between Shudehill Interchange and Piccadilly, every 10 minutes between 0100 hours and 0300 hours on Saturday and Sunday mornings.</p> <p>Passengers travel free on the service.</p> <p>This service is to be withdrawn.</p>	6/6/09	No alternative services available.	<p>This free service was introduced on 30 January 2009 for a trial period of up to six months, to provide a link between Shudehill Interchange and Piccadilly Gardens, allowing passengers to make onward connecting journeys. It was aimed at maintaining a link to Shudehill, particularly for those living south of the city centre with an emphasis on the university student population.</p> <p>The five services, which had</p>
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					<p>previously been extended to the interchange commercially, were withdrawal on the same date due to low patronage.</p> <p>Since introduction this service has carried only 62 passengers in total up to the start of April, an average of 3 passengers per night, and on eleven nights the service did not carry anyone at all. Stagecoach has provided this service on a commercial basis for this trial period, however, subsidy would be required to support the service permanently. In view of the low number of passengers using the service, GMPTE officers are recommending that the service be withdrawn without replacement.</p> <p>No GMPTE action at this stage.</p>
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MR TE	S50 Piccadilly – Droylsden – Audenshaw – Ashton – Mossley Brookbottom – Micklehurst – Hey Farm	Speedwell Bus	The introduction of a new Monday to Saturday daytime Service S50, operating every 20 minutes.	3/8/09	----	This service will operate along the same route as Service 216 between Manchester and Ashton and Service 350 between Ashton and Hey Farm. A new link between Manchester and Hey Farm will be available, as will more direct links between Manchester and Mossley / Micklehurst. No GMPTE action at this stage.
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SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX B

The Committee is requested to agree that the following deregistered services are replaced:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/GMPTE officer recommendations
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<p>OM TE</p>	<p>343 Oldham – Lees – Grotton – Mossley - Micklehurst – Carrbrook – Millbrook – Stalybridge – Dukinfield – Newton - Hyde</p>	<p>Speedwell bus</p>	<p>The commercial Service 343 operates hourly Monday to Friday daytime.</p> <p>This service will be re-routed to operate along Station Road, Winterford Road and Huddersfield Road only. No longer serving Micklehurst Road, Staley Road or Buckton Vale Road.</p>	<p>29/6/09</p>	<p>Micklehurst Road is served by Service 350 which provides a link to Ashton and Mossley Brookbottom every 10 minutes, and Oldham every 30 minutes.</p> <p>Staley Road will be without service.</p> <p>Buckton Vale Road is served by Service 348 every 10 minutes, which provides a link to Stalybridge and Ashton.</p>	<p>Observations on the withdrawn sections of route showed:</p> <ul style="list-style-type: none"> • Micklehurst Road - no passengers. • Buckton Vale Road – 16 unique passengers. The nearest stop will be approximately 600 metres for Service 343. • Staley Road – 18 passengers (over 24 journeys), all unique to Service 343. The nearest stop will be approximately 360 metres for Service 343. <p>Re-instatement of all the withdrawn sections of route on this service would result in an approximate cost of £6.70 per unique passenger.</p> <p>Officers are in discussions with the operator regarding this service being diverted to serve Staley Road instead of Winterford Road, to cater for the unique passengers on that section of route.</p> <p>Members are asked to note the ongoing discussions with the operator.</p>
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SIGNIFICANT CHANGES TO THE SUBSIDISED NETWORK

ANNEX C

The Committee are invited to consider officer's proposals on the following services:

Dist	Service Number, route and operator	GMPTE officer comments and recommendations
SD	10	Monday to Saturday
MR	Brookhouse – Peel Green – Eccles Interchange – Salford Royal Hospital – Salford Shopping City – Cromwell Bridge – Shudehill <i>Arriva North West</i>	<p>Service 10 currently operates every 30 minutes between Eccles and Manchester on Monday to Saturday evenings. The contract for this supported evening service is due to expire on 25th July 2009. Officers have analysed survey data to identify passenger usage and the survey data has shown approximately 21 passengers per trip.</p> <p>Alternative tenders for replacement of the Monday to Saturday evening service were invited and analysed. Following that analysis officers recommendations are:</p> <ol style="list-style-type: none">1) That the 1850 journey from Brookhouse to Shudehill be withdrawn. Alternative journeys are available at 1830 and 1840.2) That the 1920 from Brookhouse to Shudehill be curtailed to start from Eccles at 1930. Alternative journey available on Service 63 at 1925 from Brookhouse to Eccles and Manchester.3) Due to the high cost involved in maintaining a 30 minute frequency, that the Monday to Saturday evening service is reduced from every 30 minutes to hourly. <p>The details of bids received, results of the analysis and officer recommendations will be presented to Members for decision and approval in Part B of this meeting.</p>
<p>Officers will present the available options, costs and officer recommendations in Part B of this meeting, for the consideration and decision of Members.</p>		

SD 10

MR Eccles Interchange – Salford
Royal Hospital – Salford Shopping
City – Cromwell Bridge – Shudehill
Arriva North West

Sunday

Members are advised that the 1900 hours journey from Eccles to Shudehill was withdrawn on 19th April 2009. Surveys showed 9 passengers being carried on this journey, 2 of those were unique to the service. Alternative journeys from Eccles to Shudehill are available at 1830 and 1930 hours.

Members are asked to note the withdrawal of the 1900 hours Eccles to Shudehill journey on Sunday, effective from 19th April 2009.

MR 16

TD Piccadilly – University – Princes
Road – Chorlton – Sale – Manor
Avenue – Woodheys – Altrincham
Arriva Manchester

Service 16 currently operates every 30 minutes Monday to Saturday daytime and hourly in the evenings and on Sundays.

The contract for the Monday to Saturday evening service is due to expire on 28th August 2009. Officers invited various tenders involving replacement of the current service, curtailing the route to operate between Manchester and Chorlton or Sale, and reducing the frequency. Analysis of the bids has shown there would be a substantial increase in the cost of maintaining the current route and frequency of this service.

Surveys showed the following total number of passengers making unique journeys Monday to Saturday evenings:

- Monday to Friday – an average of 6 passengers per journey (50 per evening).
- Saturday – an average of 4 passengers per journey (36 per evening).

Of the passenger journeys surveyed 80% were social / leisure, 13% were for work, 5.5% were shopping and 0.5% for educational reasons.

Officer recommendation:

In order to control costs and maintain a through service for unique passengers, officers would recommend that the current route be retained and that the service frequency be reduced from hourly to every two hours.

Members are asked to approve the reduction in frequency of the Monday to Saturday evening Service 16 from hourly to every two hours.

If approved this change would be introduced after operation on 28th August 2009.

OM **52**
MR Failsworth – Brookdale Park –
SD Newton Heath – Moston – North
 Manchester General Hospital –
 Cheetham Hill – Higher Broughton
 – Salford Shopping City
First Manchester

Members will recall from the Transport Network Committee meeting in March 2009 that First Manchester were introducing changes to their commercial Service 52 from 19 April 09. These changes would have resulted in the Sunday journeys being curtailed to operate between Salford Shopping City and North Manchester General Hospital only (daytime) and Cheetham Hill only (early evening).

Members approved support through the subsidised services budget, until 18th July 2009, which enabled the daytime and evening commercial journeys to be extended to Failsworth providing an hourly daytime and evening service between Salford Shopping City and Failsworth.

The following Monday to Saturday evening journeys were also to be withdrawn and were retained at no additional cost:

- Mon – Sat 1925 & 2025 ex Failsworth to Salford Shopping City and 1855 & 1955 ex North Manchester General Hospital to Failsworth (section between Salford Shopping City and North Manchester General Hospital operates commercially).

First Manchester also operate additional commercial short hourly journeys between Cheetham Hill and Salford Shopping City during the daytime. These journeys were unchanged.

Following investigation officers would recommend that:

1. The hourly Sunday service between Failsworth and Salford Shopping City is retained. This service provides a link with North Manchester General Hospital. Surveys have shown approximately 500 passengers per day, with the passengers fairly evenly spread across the day.
 2. The Monday to Saturday journeys are retained. These journeys carry approximately 50 passengers per night and also cater for staff change-over and visitors at North Manchester General Hospital.
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In Part B of this meeting Members will be asked to approve the above officer recommendation to retain:

- 1. The hourly Sunday service between Failsworth and Salford Shopping City and**
- 2. The Monday to Saturday evening journeys at 1925 & 2025 from Failsworth to Salford Shopping City and at 1855 & 1955 from North Manchester General Hospital to Failsworth.**

Full costs will be given in Part B of this meeting.

SD **53**

TD Salford Shopping City – Ordsall –
MR Old Trafford – Hulme – University
of Manchester – Rusholme – Belle
Vue – Gorton – Philips Park
Cemetery – North Manchester
General Hospital - Cheetham
First Manchester

At the 27th March 2009 meeting of this Committee officers reported the withdrawal of First Manchester's commercial Service 53 operating Sunday daytime every 30 minutes. At that meeting Members agreed to support the service until 18th July 2009 to enable officers to investigate the full impact of this service withdrawal.

Surveys have shown approximately 1,000 passengers per day being carried on this Sunday service. The majority of passengers are evenly spread through out the day with a slight increase around midday.

Officers issued Invitations To Tender for various options on this Sunday service. Following analysis of the bids returned officers are recommending that the current service, operating every 30 minutes between Salford Shopping City and Cheetham, be retained.

Full details of the options and bids received will be presented in Part B of this meeting.

In Part B of this meeting Members will be asked to approve the above officer recommendation to retain the current Sunday service, operating every 30 minutes between Salford Shopping City and Cheetham.

Details of bids and full costs will be given in Part B of this meeting.

BN **95**

BY Bolton – Brightmet – Little Lever

At the 27th March 2009 meeting of this Committee officers reported the withdrawal of First Manchester's commercial Service 95 operating Monday to Saturday daytime

SD

– Radcliffe – Outwood – Stand –
Whitefield – Prestwich – Carr
Clough – Agecroft – Salford

First Manchester

every 30 minutes. At that meeting Members agreed to support the service until 18th July 2009 to enable officers to investigate the full impact of this service withdrawal.

The withdrawal of this service would leave the following areas without service: Bromwich Street and Long Lane in Darcy Lever; Garstang Avenue, Brodick Drive, Somerton Road, Bradley Lane and Tong Road in Little Lever; Park Lane in Stand and Sandy Lane in Carr Clough.

Links to / from Pendleton would be lost in Prestwich, Carr Clough and Lower Kersal.

Service would reduce from 3 buses each hour to hourly along Radcliffe Road in Darcy Lever, Outwood Road in Radcliffe and Hilton Lane in Prestwich.

Surveys have shown an average of 35 passengers per journey travelling along the route from Salford towards Bolton, with 25 of those passengers being unique to Service 95. An average of 40 passengers per journey travelling along the route from Bolton towards Salford, with 27 of those passengers being unique to Service 95. The majority of passengers were travelling on the end sections of the route between Bolton and Darcy Lever, and Whitefield and Salford Shopping City.

Commercial response:

Between Bolton and Darcy Lever

Service Planning Officers are awaiting possible commercial responses in respect of the daytime section of route. To meet the 56 days notice period registrations must be supplied by 23rd May.

Officer recommendations for supported services:

Little Lever – that hourly Monday to Saturday Service 544 be extended to cover Tong Road, Victory Road and Ainsworth Road replacing the link with Bolton.

The high frequency Service 524 provides a link between Little Lever and Radcliffe.

Outwood Road – the frequency would drop from 3 buses each hour to hourly with Service 512.

Between Radcliffe and Whitefield – high frequency Service 98 is available.

Stand – that hourly Monday to Saturday Service 513 be re-routed to cover Park Lane replacing the link with Bolton, Radcliffe and Whitefield.

Between Whitefield and Salford Shopping City - the introduction of an hourly Monday to Saturday supported Service 95 between Whitefield Metrolink Station and Salford Shopping City, operating directly along Hilton Lane to Rainsough Brow instead of operating via Sandy Lane, Lowther Road , Carr Avenue, Cawley Avenue and Woodward Road in Carr Clough.

Service 93, every 20 minutes, serves Lowther Road , Carr Avenue, Cawley Avenue and Woodward Road and provides a link with Shudehill and Whitefield Interchange. Passengers wishing to travel to Bolton would need to interchange at Whitefield onto hourly Service 513.

On Sandy Lane the nearest alternative stops are approximately 200 metres for Service 93 every 20 minutes and hourly Services 95 / 484.
