

**MINUTES OF THE PROCEEDINGS OF THE  
MEETING OF THE BUS NETWORK AND GMPTE  
SERVICES COMMITTEE OF GREATER  
MANCHESTER INTEGRATED TRANSPORT  
AUTHORITY, HELD ON 3 JULY 2009**

**PRESENT:** Councillor White (in the Chair).

Councillors Corris, Davison, Dillon, Godson, Jones, Macdonald\* Shaw, Smethurst\* Smith, Stevens\*, Theckston and Warner.

**APOLOGIES FOR ABSENCE:** Councillors Creswell, McCulley and Whitehead.

\* Indicates a nominated substitute for an absent committee member.

**BN/09/01 URGENT BUSINESS**

**Resolved/-**

That there were no items of urgent business reported.

**BN/09/02 DECLARATIONS OF INTEREST**

**Resolved/-**

There were no declarations of a personal or prejudicial interest made by a Member in respect of any contract or matter to be discussed on the agenda.

**BN/09/03 MEMBERSHIP OF THE COMMITTEE 2009/10**

**Resolved/-**

Members noted that the Authority, at its meeting on 19 June 2009, agreed the following Membership of the Bus Network and GMPTE Services Committee for 2009/10.

Councillor Alan Godson (Rochdale)	LAB
Councillor Eddie McCulley (Manchester)	LAB
Councillor David Jones (Oldham)	LAB
Councillor Michael Smith (Tameside)	LAB
Councillor Alan Whitehead (Tameside)	LAB
Councillor Barry Warner (Salford)	LAB
Councillor Peter Davison (Rochdale)	LIB DEM
Councillor John Dillon (Oldham)	LIB DEM
Councillor David White (Stockport) <b>(Chair)</b>	LIB DEM
Councillor Stuart Corris (Stockport)	LIB DEM
Councillor Yvonne Creswell (Bury) <b>(Vice Chair)</b>	CON
Councillor Colin Shaw (Bolton)	CON
Councillor Barry Theckston (Bury)	CON

Substitute Members:

Councillor Andrew Fender (Manchester)	LAB
Councillor Eunice Smethurst (Wigan)	LAB
Councillor Val Stevens (Manchester)	LAB
Councillor David Sandiford (Manchester)	LIB DEM
Councillor Peter Evans (Rochdale)	LIB DEM
Councillor Ian Macdonald (Salford)	CON
Councillor Brian Rigby (Trafford)	CON

**BN/09/04 TERMS OF REFERENCE****Resolved/-**

Members noted that the Authority, at its meeting on 19 June 2009, approved the following Terms of Reference for the Bus Network and GMPTE Services Committee:-

In accordance with the Authority's policies for integrated public transport:

1. Considers all matters relating to the operation and service performance of the bus network in Greater Manchester, including commercially registered and subsidised services; bus stations and bus stops and shelters; passenger information services; contract monitoring; vehicle standards; and passenger safety for the subsidised bus network.
2. Considers the operation, performance and development of the Authority's accessible transport provision.
3. Monitors:
  - the detailed performance of the tendered bus network
  - the detailed operation and performance of the accessible transport services provided by the Authority; and
  - commercial bus services which make use of GMITA/GMPTE facilities such as bus stations, concessionary fares and Section 106(1) grants to bus operators.
4. **Under delegated authority**, reviews closely and approves all proposed changes to the subsidised bus network and ensures that the cost of the subsidised general services is kept within the appropriate budget or any cash limit set by the Authority.
5. **Under delegated authority** approves any operational proposals relating to the Executive's provision of bus station, stop/shelter and passenger information services.
6. Discharges the above within capital and revenue budgets determined by the Authority.

**BN/09/05 PROGRAMME OF MEETINGS****Resolved/-**

Members noted that the Authority, at its meeting on 19 June 2009, agreed that the following dates for the Programme of Meetings for the Bus Network and GMPTE Services Committee for 2009/10:-

- **Friday 3 July 2009**
- **Friday 7 August 2009**
- **Friday 9 October 2009**
- **Friday 13 November 2009**
- **Friday 8 January 2010**
- **Friday 12 March 2010**

Each of the above meetings will commence at 10.30 am.

#### **BN/09/05 CHANGES TO THE BUS NETWORK**

The Interim Bus and Rail Director submitted a report that informed Members of changes that have taken place to the bus network. The report also detailed consequential action taken or proposed by GMPTE officers and Members' approval on any proposed action.

A Member commented that with regard to subsidised services 149 and 584, information regarding the possible budget implications to the Authority were required. In response officers explained that the tenders for these services were not received until after the circulation of agenda papers.

#### **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 no changes to proposals to replace the de-registered services to the commercial were reported;
- 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.

#### **BN/09/06 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/09/07 SUBSIDISED BUS NETWORK BUDGET UPDATE**

Members considered a joint report of the Finance and Corporate Services Director and the Interim Bus and Rail Network Director that provided an update with regard to the current position of the 2009/10 subsidised bus services budget.

A presentation was also provided that provided an overview of the subsidised bus budget.

A Member enquired as to why the cost implications of the de-registration of particular services were reported as an annual cost, even though such changes took place part

way through the financial year. The Member requested that for future reports the actual budget position be presented.

**Resolved/-**

- 1.) That the presentation be received and noted with thanks; and
- 2.) That the report be noted.

**TNC/09/08 BUS SERVICE PERFORMANCE**

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

A presentation was also provided that explained those measures taken by GMPTE in the management of subsidised bus service performance.

A Member requested that operators should be encouraged to publicise the customer comments and complaints scheme on board buses via notices, so that passengers could comment on the conduct of drivers. It was noted that such operators were under no obligation to do so, but that this was a measure that could be incorporated within a code of conduct for all bus operators in Greater Manchester, currently being negotiated by GMPTE

A Member requested that at a future meeting, a report explaining the details of contract breaches of commercial services be presented.

**Resolved/-**

- 1.) That the presentation be received and noted with thanks;
- 2.) That the report be noted;
- 3.) That a report explaining those contract breaches on commercial services be presented at the October 2009 meeting of this committee.

**TNC/09/09 FORTHCOMING CHANGES TO THE BUS NETWORK**

The Interim Bus and Rail Director submitted a report which informed Members of financial and contractual information with regard to changes to bus services 380/381 circulars, 389 /386 and 390.

**Resolved/-**

- 1.) That the report be noted;
- 2.) That with regard circular services 380/381, Members approved that these services be re-routed from 31 August 2009 so that it would no longer serve Tesco Extra (Portwood), for the reasons as described in the report;
- 3.) That the changes to service 389 and the introduction of an hourly service 386 between Stockport and Greave only commencing on 31 August 2009, be approved;
- 4.) That with regard to service 390, officers undertook to investigate the feasibility of Offerton Local Link operating this service;

5.) That officers undertake 4 above in consultation with Hazel Grove ward councillors and provide a report to the next meeting of this committee.

6.) That details of the financial implications of those changes to service 149 and 584 reported at Min ref BN09/05 above, be circulated for information to members once available.

## 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
BY SD MR	<b>138</b> Bury – Redvales - Pilsworth – Hollins Community Centre – Unsworth – Hillock – Besses Station – Heaton Park – Cheetham Hill – Bury New Road - Shudehill	First Manchester	Service 138 operates hourly every evening and every 30 minutes during Sunday daytime.  The 1850 Sunday journey from Shudehill to Bury will be withdrawn.  The 1920 journey from Shudehill will be renumbered from 138 to 137.	19/7/09	Alternative journeys are provided by Service 93 between Shudehill, Hillock, Redvale and Bury.  Service 98 between Shudehill, Lower Broughton and Bury.  Service 135 between Shudehill, Cheetham Hill, Heaton Park, Besses Station, Redvales and Bury.	Service 137 provides the Monday to daytime service every 20 minutes Monday to Saturday daytime.  The withdrawal of the Sunday 1850 from Shudehill will leave the following areas with a 2 hour gap in service:  Great Cheetham Street East / Leicester Road – alternative over 600 metres.  Mersey Drive / Kennedy Drive – alternative within 250 metres.  Hollins Lane / Croft Lane – alternatives over 600 metres.  Pilsworth – alternative over 800 metres.  Surveys carried out on the 1850 Sunday journey showed an average of 4 passengers travelling on the unique sections of route.  <b>No GMPTE action at this stage.</b>

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

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

<b>Dist</b>	<b>Service No. and Route</b>	<b>Operator</b>	<b>Proposed Change</b>	<b>Effective From</b>	<b>Alternative Services</b>	<b>Comments/GMPTE officer recommendations</b>

**There are no services to report at this time.**

## 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
MR	<b>149</b>	Service 149 operates every 30 minutes Monday to Saturday daytime and hourly in the evenings and on Sundays.
OM	Manchester Lever Street – Waterloo Road – Cheetham Hill – North Manchester General Hospital – Crumpsall Green – Victoria Avenue East – Moston – Morrison's – Coalshaw Green – Chadderton – Heron Street – Oldham – Alt Estate – Abbeyhills – Holts Estate  <i>First Manchester</i>	<p>This service has suffered punctuality problems due to increased congestion along the route. Following investigations officers are recommending that the service be re-routed in the Cheetham Hill area to reduce the overall running time and improve timeliness of the service.</p> <p>The service would be re-routed directly along Cheetham Hill Road, no longer serving Waterloo Road and Great Ducie Street (Strangeways).</p> <p>Waterloo Road and Great Ducie Street are served by Service 59 every 15 minutes in the daytime and every 30 minutes / hourly in the evening, providing links to Manchester, Cheetham Hill, and Oldham.</p> <div data-bbox="815 810 2024 991" style="border: 1px solid black; padding: 5px;"> <p><b>Members are asked to approve the recommendation to re-route Service 149 directly along Cheetham Hill Road, no longer serving Waterloo Road and Great Ducie Street (Strangeways).</b></p> <p><b>This change would commence on 19<sup>th</sup> July 2009.</b></p> </div>
RE OM	<b>435</b>  Rochdale – Kingsway – Turf Hill – High Crompton – Shaw & Crompton Rail Station – Buckstones  <i>Rossendale Transport</i>	<p>Service 435 operates commercially every 30 minutes Monday to Saturday daytime and is supported hourly in the evenings and on Sundays.</p> <p>At the Transport Network Committee meeting of 20<sup>th</sup> February 2009 officers recommended the withdrawal of the evening and Sunday Service 435 due to the low level of use. Surveys carried out on the supported Monday to Saturday evening and Sunday journeys show an average of 3 passengers per journey Monday to Saturday (all unique) and an average of 4 passengers per journey on Sunday (3 unique).</p> <p><u>At that meeting a Member requested that consideration of service 435 be deferred</u></p>

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to the next meeting to enable members to understand if this service would be required as part of a rail replacement service.

Officers can report their intention to cover the links provided by Service 435 with a dedicated rail replacement service, which will operate from Shaw to Rochdale via Buckstones. Officers are in the process of drafting service specifications for the rail replacement service and would recommend the withdrawal of the evening and Sunday Service 435 due to the low level of use.

**Due to the low level of passenger use, Members are asked to approve the withdrawal of the supported evening and Sunday Service 435.**

**If approved the withdrawal would take effect on 29<sup>th</sup> August 2009.**

WN

**584**

Leigh – Plank Lane – Crankwood

*Jim Stones Coaches*

The Monday to Saturday Service 584 operates hourly between Leigh and Crankwood during the daytime and evening. Two additional journeys each hour also operate on Service 584 during the daytime between Leigh and Common Lane.

Surveys have been carried out on this service and as a result the following recommendations are being made:

**Saturday morning** - Surveys show no passengers travelling on the Saturday morning 0735 from Leigh to Crankwood and only one passenger travelling on the Saturday morning return journey at 0747 from Crankwood to Leigh. As the 0735 from Leigh and 0747 from Crankwood are first journeys, alternatives would be 27 minutes later, at 0802 from Leigh and 0814 from Crankwood.

Due to the low level of passenger use officers would recommend withdrawal of these journeys.

**Monday to Saturday** - Surveys have shown an average of 15 passengers travelling on the 1802 from Leigh and 3 passengers on the return journey at 1814 from Crankwood. Alternative journeys are available 13 minutes later at 1815 from Leigh and 11 minutes later at 1825 from Crankwood. The alternative journeys have also been surveyed and would accommodate the additional passengers.

As passengers can be accommodated on the alternative journeys officers would

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recommend withdrawal of the Saturday 0735 from Leigh and 0747 from Crankwood, and the Monday to Saturday 1802 from Leigh and 1814 from Crankwood.

**Members are asked to approve the withdrawal of:**

- a) The Saturday 0735 from Leigh and 0747 from Crankwood, and**
- b) The Monday to Saturday 1802 from Leigh and 1814 from Crankwood.**

**If approved this change would commence after operation on 25<sup>th</sup> July 2009.**