

**MINUTES OF THE PROCEEDINGS OF
THE MEETING OF THE BUS
NETWORK AND GMPTE SERVICES
COMMITTEE HELD ON 2 JULY 2010**

PRESENT: Councillor Sandiford (Chair)

Councillors Chadwick, S. Corris, D'Albert, Godson, McCulley, Reilly, Robinson*, Smethurst*, Theckston, Walters and White.

* indicates a nominated deputy.

IN ATTENDANCE: Councillors C. Corris and Fender.

Apologies for absence were received from Councillors Macdonald, Warner and Whitehead.

BN/10/01 URGENT BUSINESS

There were no items of urgent business reported.

BN/10/02 DECLARATIONS OF INTEREST

As a Trustee of GMATT, Councillor Stuart Corris declared a non prejudicial interest in Item 6 *Terms of Reference*.

BN/10/03 MINUTES

a.) **Bus Network and GMPTE Services Committee, held on 12 March 2010.**

The Bus and Rail Director provided an update with regard to the request to relocate bus stop SG3575, Stockport Road, Marple that was delegated to officers at the last meeting, to which minute ref BN09/71 refers.

It was reported that following discussions with Stockport Council, it was found that there were not sufficient grounds for resources to be expended to remove this bus stop. Members did however agree that should Stockport Council wish to relocate this bus stop at their own expense, then GMPTE/ITA would not object.

An update was also provided that explained that those Kickstart funding bids submitted to the Department for Transport were not to be taken forward under that scheme. In light of this, Members were informed that options around a small number of the projects included in this bid would be considered by officers to identify whether a viable case could be made for them. Such work would be taken in the first instance to a forthcoming meeting of the Policy and Resources Committee.

RESOLVED/-

- 1.) That the Minutes of the Bus Network and GMPTE Services Committee, held on 12 March 2010 be approved as a correct record;
- 2.) That the update from the Bus and Rail Director regarding bus stop SG3575, Stockport Road, Marple be noted; and

- 3.) That the update from the Bus and Rail Director regarding Kickstart funding bids, and those projects identified above, be noted.

b.) Emergency Committee meeting held on 21 May 2010

Members received for information, details of those changes to bus services considered at the meeting of the Emergency Committee meeting held on 21 May 2010.

RESOLVED/-

That those changes to the bus network, set out in the minutes of the Emergency Committee meeting held on 21 May 2010, be received and noted.

BN/10/04 MEMBERSHIP OF THE COMMITTEE 2010/11

RESOLVED/-

The Committee noted the following Membership and substitutes:-

Councillor David Chadwick	LAB
Councillor Alan Godson	LAB
Councillor Eddie McCulley	LAB
Councillor Roy Walters	LAB
Councillor Barry Warner	LAB
Councillor Alan Whitehead	LAB
Councillor Stuart Corris	LIB DEM
Councillor Mary D'Albert	LIB DEM
Councillor David Sandiford (Chair)	LIB DEM
Councillor David White	LIB DEM
Councillor Ian Macdonald	CON
Councillor June Reilly	CON
Councillor Barry Theckston (Vice Chair)	CON

(6 Labour, 4 Lib Democrat, 3 Conservative)

Substitutes

Councillor Andrew Fender	LAB
Councillor Peter Robinson	LAB
Councillor Eunice Smethurst	LAB
Councillor John Dillon	LIB DEM
Councillor Malcolm Bruce	LIB DEM
Councillor Doreen Dickinson	CON
Councillor Brian Rigby	CON

BN/10/05 TERMS OF REFERENCE

RESOLVED/-

The Committee noted the following terms of reference for the Committee:-

The Authority, at its meeting on 18 June 2010, considered 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/10/06 PROGRAMME OF MEETINGS**RESOLVED/-**

The Committee noted the following Programme of Meetings for the Bus Network and GMPTE Services Committee for 2010/11:-

- Friday 2 July 2010
- Friday 6 August 2010
- Friday 8 October 2010
- Friday 12 November 2010
- Friday 7 January 2011
- Friday 11 March 2011

Each of the above meetings was to commence at 10.30 am.

BN/10/07 BUS PERFORMANCE BASELINE 2009/10

The Bus and Rail Director provided a report that informed members of the observed performance of buses across Greater Manchester for 2009 / 10.

It was reported that the data provided was collated using the Punctuality and Reliability Monitoring System (PRMS) management information tool, which provided GMPTE with an evidence base and reporting mechanism for the achieved punctuality, reliability and regularity of bus services across Greater Manchester.

Observations of service departures were made at ninety locations (a mix of bus stops and stations) throughout Greater Manchester; resulting in approximately 100,000 observations being made each year.

A new measure was to be introduced which would report frequent service regularity with the use of Automatic Vehicle Location data and would provide a more useful basis for dialogue between operators and Districts on identifying and solving performance issues. The results of which were to form the baseline for the proposed Code of Conduct Voluntary Partnership Agreements and Customer Charter. Such matters were to be considered at a forthcoming meeting of the Policy and Resources Committee, and subsequently to the Bus Network and GMPTE Services Committee for monitoring purposes.

The report also highlighted the following observations:-

- that almost 50% of those buses observed were operated with Euro IV or above clean engines;
- that nearly 90% of buses were wheelchair accessible;
- The observed average fleet age was six years with just over 45% of buses less than four years old operating within Greater Manchester.

With regard to performance, the observed network average for reliability was 96.4%.^[f1] The punctuality, however, of scheduled services remained an area that required significant improvement and as such, was to be the focus of activity over the next two years. Members were also informed that the performance of frequent services remained steady.

In order to improve the punctuality of bus services, Members were informed that it had been recognised that actions were required from both bus operators in improving their service management techniques, and District Authorities in tackling congestion and parking issues that lead to unpredictable delays.

As service performance varied between operators and officers were to work with those operators that were not yet achieving the higher level of performance of other operators.

A Member enquired that with regard to service 409 Rochdale to Ashton, why the low floor bus had been replaced with a bus that was less accessible. Mr Davies for First undertook to investigate this matter and contact the Member directly outside of the meeting.

RESOLVED/-

1. That the need for improvement in the reliability of bus services, and to improve the consistency of performance across Greater Manchester with all operators, be noted;
2. That the punctuality of bus services remains a problem and GMPTE officers were working with operators and District Authorities to identify and implement realistic improvement plans. Initially, particular emphasis will be given to improving the start-point punctuality of scheduled services.
3. That those improvements made to the quality of the fleet and its deployment with almost 50% of trips operating with Euro IV engines or better and almost 90% low floor, be noted.
4. That the use of a new measure for reporting frequent service regularity be noted.
5. That the results will form the baseline for the proposed Code of Conduct Voluntary Partnership Agreements and Customer Charter Such matters were to be considered at a forthcoming meeting of the Policy and Resources Committee, and subsequently to the Bus Network and GMPTE Services Committee for monitoring purposes.
6. That with regard to service 409 Rochdale to Ashton, Mr Davies, First Manchester, undertook to investigate, why the low floor bus had been replaced with a bus that was less accessible .and contact the Member outside of the meeting.

BN/10/08 PASSENGER FOCUS - SUMMARY OF ACTIVITY

Members received a report that informed them of the extended role and remit of Passenger Focus, to incorporate buses, coaches and trams alongside rail services and facilities.

An overview of the recent research undertaken by Passenger Focus on bus services was provided by the Bus and Rail Director.

RESOLVED/-

1. That the extended role and remit of Passenger Focus, which now included buses, coaches and trams be noted;
2. That the recent research results they have undertaken be noted;
3. That the information sharing and collaborative working with Passenger Focus be noted;
4. That representatives of Passenger Focus be invited to the October 2010 meeting of this Committee.

BN/10/09 FORTHCOMING CHANGES TO THE BUS NETWORK

The Bus and Rail Director provided a report that informed Members of the changes that have taken place to the bus network since the last Bus Network and GMPTE Services Committee meeting. Consequential action taken or proposed by GMPTE was

also reported and guidance from Members on proposed GMPTE action.

A Member enquired if there would be any connections to the 273 service at the Lancashire boundary. In response officers undertook to investigate this matter and speak to the Member directly.

A request was made from a Member for greater publicity to be made with regard to service 620. In addition, another Member enquired as to what publicity had been introduced to advise the travelling public of those changes associated with service 371. In response, it was reported that a report was to be brought to a future meeting of this committee that highlighted those measures taken by GMPTE to publicise changes to bus services.

A Member raised concerns that a bus laying up at the Albert Square lay-by impacted on the Metroshuttle Service 3. In response, officers undertook to speak with Stagecoach and report back those outcomes of such discussions.

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 and appended to these minutes, be noted.
- 2) That the changes to the proposed changes to existing general subsidised services set out in Annex B, to the report and appended to these minutes, be noted.
- 3) That consideration of Service 63 be deferred to the next meeting of this committee
- 4) That a report was to be brought to a future meeting of this committee that highlighted those measures taken by GMPTE to publicise changes to bus services.
- 5) That the extension to service 371 and X5 be welcomed.
- 6) That officers undertook to speak with Stagecoach regarding the laying up of buses at the Albert Square lay-by; and report back those outcomes of such discussions.

BN/10/10 DFT GREEN BUS FUND UPDATE

Members considered an update on the progress made to date in the procurement of vehicles partly funded by DfT's Green Bus Fund, starting with the order of twenty vehicles for use on Manchester Metroshuttle.

A Member enquired how this process could be rolled out to similar Town Centre Metroshuttle services. In response, officers undertook to include such matters in future reports to this committee.

A Member sought clarification as to why the vehicles operating Route two were smaller than those on other services. In response, it was reported that this was due to the restricted turning circle area at Oxford Road Railway Station.

RESOLVED/-

- 1.) That the report be noted;
- 2.) That further reports be submitted to Bus Network and PTE Services Committee in order to inform Members of details on the deployment of these vehicles onto Metroshuttle, general subsidised and Yellow School Bus services and how this process may be rolled out to similar Town Centre Metroshuttle services.

BN/10/11 PRESENTATION ON THE TARGET BUS NETWORK

A presentation was provided on the Target Bus Network.

A Member considered that this presentation should be shared with the whole Authority. In response, it was noted that officers were to raise this matter with leading members.

RESOLVED/-

That the presentation be received with thanks and noted.

BN/10/12 EXCLUSION OF THE PRESS AND PUBLIC

To consider the adoption of the following resolution:-

“That under Section 100(A) (4) of the Local Government Act 1972, the press and 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 12A, Local Government Act 1972”.

BN/10/13 REVIEW OF SUBSIDISED BUS SERVICES BUDGET AND PRESENTATION

A report was submitted which updated Members with regard to the current position on the 2009/10 subsidised bus services budget. A presentation on the subsidised bus budget was also provided.

RESOLVED/-

That the report be noted.

BN/10/14 FORTHCOMING CHANGES TO THE BUS NETWORK - FINANCIAL ISSUES

The Bus and Rail Director submitted a report which informed Members of financial and contractual information with regard to changes to bus services 19/28A, 371 and 436.

RESOLVED/-

That the report be noted.

BN/10/15. SUBSIDISED BUS NETWORK PERFORMANCE

A report was submitted which informed Members of the performance of subsidised bus contracts in Greater Manchester.

A Member requested information on the lost miles deductions instigated because of the adverse weather in January 2010. In response, it was reported that such details were to be contained in the report to the next meeting of this committee.

RESOLVED/-

1. That the report be noted.
2. That information regarding lost miles and deductions take following adverse weather conditions be brought to the next meeting of this committee.

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
MR RE	17A Shudehill – Collyhurst – Middleton – Stake Hill – Castleton – Sudden - Rochdale	First Manchester	Service 17A operates Monday to Friday, 2 early morning journeys and 3 afternoon journeys. The following 3 afternoon journeys will be withdrawn: <ul style="list-style-type: none"> • 1318 from Shudehill to Stakehill; • 1328 from Shudehill to Rochdale and • 1405 from Stakehill to Shudehill. 	25/7/10	Service 17 provides a frequent service between Shudehill and Rochdale. Any passenger wishing to access Stakehill Industrial Estate would walk a maximum of approximately 800 metres from Rochdale Road.	These commercial journeys have been withdrawn as the major employer on Stakehill Industrial Estate, a Tesco distribution centre, is to close in July. As a result of this closure officers would not recommend replacement these journeys. No GMPTE action at this stage.
OM	79 Oldham – Werneth – Broadgate - Moston	First Manchester	This service only operates one Monday to Friday morning journey, departing Oldham Bus Station at 0630 and operating via Werneth and Broadgate industrial area to Moston. This journey will be withdrawn.	23/7/10	Passengers for Broadgate Industrial area would use Service 415 every 15 minutes along Foxdenton Lane/Grimshaw Lane or Service 81 along Broadway every 30 minutes.	Surveys show an average of 2 passengers being carried, with alternative services available as shown. No GMPTE action at this stage.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/GMPTE officer recommendations
MR OM	84 Manchester Albert Square - Piccadilly – Lever Street – Dean Lane – Failsworth Tesco - Woodhouses	Bluebird Bus & Coach	Service 84 operates every 30 minutes Monday to Saturday daytime. The frequency of this service will reduce to hourly between the peaks.	23/7/10	----	This service only commenced operation in April 2010. No GMPTE action at this stage.
BN RE	273 Bolton – Bradshaw – Hawkshaw – Holcombe Brook – Ramsbottom – Edenfield – Rawtenstall – Waterfoot – Bacup – Sharneyford - Todmorden	Rossendale Transport	Service 273 operates hourly Monday to Saturday daytime. This service will be curtailed to operate between Bolton and Rawtenstall only, and will no longer operate to Todmorden.	25/7/10	New Service 9, registered by Rossendale Transport and operating entirely within Lancashire and West Yorkshire) will provide an hourly Monday to Saturday service between Rawtenstall and Todmorden.	No GMPTE action at this stage.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/GMPTE officer recommendations
BN	570 Bolton – Settle Street – Lever Edge – Morris Green – Dean Church Lane – Hulton Hospital – Sutton Estate	Maytree Travel	Introduction of a new hourly Sunday daytime service.	25/7/10	----	The subsidised Monday to Saturday daytime service is currently operated by Arriva and will transfer to Maytree Travel on 25 July 2010. No GMPTE action at this stage.
BN	714 Bolton – Hulton Lane – Ladybridge – Middlebrook Circular	Maytree Travel	New daily daytime hourly service introduced to operate between Bolton and Middlebrook via Ladybridge.	11/4/10	----	No GMPTE action at this stage.
TE	S48 Ashton – Stalybridge – Carrbrook	Speedwell bus	Service S48 operates hourly Monday to Saturday daytime. The frequency of this service will increase to every 20 minutes.	5/7/10	----	No GMPTE action at this stage.

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

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

Dist	Service Number, route and operator	GMPTE officer comments and recommendations
RE	12 Middleton – Boarshaw – Moorclose Circular <i>J P Travel</i>	<p>Service 12 operates hourly Monday to Saturday daytime.</p> <p>Due to ongoing problems with the punctuality of service 12 and following investigations, officers are recommending a revision of the route and timetable to improve the punctuality of this service.</p> <p>From Middleton the service would run along the existing route around Boarshaw and Moorclose. From Moorclose the service would run via Oldham Road direct to Middleton Bus Station.</p> <p>Service 12 would no longer return via Hilton Fold Lane, Green Lane, Boarshaw Road, Lodge Street, Market Place, which is also served by Service 64 every 30 minutes. Service 129 also operates along Boarshaw Road, Lodge Street, and Market Place.</p> <p>Surveys have shown an average of 1 passenger per trip, travelling from Moorclose to Boarshaw, would be affected by the change.</p> <p>This change represents no additional cost to the Subsidised Services Budget.</p>
Members are asked to approve the revised route and timetable for service 12, which would come into effect on 26 July 2010.		
WN	19/28A Leigh – Culcheth – Warrington <i>Warrington Borough Transport</i>	<p>Services 19 and 28A each operated hourly on Sunday daytime and evening.</p> <p>The Sunday early morning and evening journeys on Services 19 and 28A were operated under contract to Warrington Borough Council, with contribution from GMPTE towards Service 19. Warrington Borough Council was unable to continue to support the Sunday early morning and evening journeys and terminated the contract with effect from 27 June 2010.</p> <p>The withdrawal of these journeys has resulted in a later start on Sunday morning and no Sunday evening service. The Sunday daytime service is operated</p>

Dist	Service Number, route and operator	GMPTE officer comments and recommendations
		<p>commercially and remains unchanged.</p> <p>Within Greater Manchester Warrington Road, between Butts Bridge and the boundary (East Lancs Road) a distance of 0.8 miles, is no longer served on Sunday evening. Survey data was available for 3 early morning journeys and 4 evening journeys on Service 19, and for 2 evening journeys on the 28A and showed:</p> <p>An average of 3.9 passengers per journey travelling across the GMPTE / Warrington boundary.</p> <p>Of the 9 journeys surveyed a total of 6 passengers were boarding or alighting along Warrington Road (the section of route which will no longer be served).</p> <p>Officers would not recommend replacement of Service 19. Financial implications will be shown in Part B of this meeting.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Members are asked to note the withdrawal of the early morning and evening journeys on Services 19 and 28A, with effect from 27 June 2010.</p> </div>
MR	44	Service 44 operates hourly daytime, daily.
ST	<p>Manchester Piccadilly – University of Manchester – Rusholme – Fallowfield – East Didsbury – Cheadle – Gatley</p> <p><i>Haytons Travel</i></p>	<p>Following negotiation with the operator, officers would recommend that this service be extended beyond Gatley to Manchester Airport via Styal Road and the Cargo Centre. This extension would:</p> <ul style="list-style-type: none"> • Restore the link to the Airport, which was lost with the commercial curtailment of Service 44 to operate between Manchester and Gatley only in May 2001. • Replace the Gatley to Styal Road section of route, which will be lost with the curtailment of Services 195 and 196 to operate between Withington and Cheadle Royal, detailed below. • If approved, the extension to Service 44 would combine with Services 18 and 200, reinstating a 15 minutes service frequency between the Cargo Centre and the Airport Interchange, lost with the withdrawal of Orbital Service 18A in

Dist	Service Number, route and operator	GMPTE officer comments and recommendations
		<p>April 2010.</p> <p>This change represents no additional cost to the Subsidised Services Budget.</p> <p>This change to Service 44 is dependent upon the change to Services 195/196 detailed below being approved.</p> <div data-bbox="808 485 1980 576" style="border: 1px solid black; padding: 5px;"> <p>Members are asked to approve the extension of Service 44 to Manchester Airport with effect from 6 September 2010.</p> </div>
MR SD	<p>63</p> <p>Manchester Piccadilly – Eccles - Brookhouse</p> <p><i>Arriva Manchester</i></p>	<p>Service 63 operates hourly Monday to Saturday evening and during the daytime and evenings on Sundays.</p> <p>Officers have been made aware that this service is experiencing punctuality problems on Sunday daytime. Following investigation officers would recommend that Service 63 be curtailed to operate between Manchester Piccadilly and Peel Green Road only in order for this service to run to time.</p> <p>An average of 3.2 passengers per journey would be affected by this change, however the following alternative services are available:</p> <ul style="list-style-type: none"> - Sunday daytime Service 10 operates between Brookhouse and Manchester Shudehill every 30 minutes. - Passengers wishing to travel across Eccles towards Eccles New Road and Regent Road would need to change buses at Eccles Interchange and travel on the hourly Service 33. <p>The direct Sunday daytime link between Brookhouse and Eccles New Road, Regent Road, Manchester Piccadilly would be lost.</p> <p>This change represents no additional cost to the Subsidised Services Budget.</p> <div data-bbox="808 1251 1980 1342" style="border: 1px solid black; padding: 5px;"> <p>Members are asked to approve the recommendation to curtail the Sunday daytime Service 63 at Peel Green Road with effect from 29 August 2010.</p> </div>
MR	<p>195 / 196</p>	<p>Services 195 and 196 operate hourly Monday to Saturday daytime.</p> <p><u>Surveys showed less than one passenger per journey travelling on the section of</u></p>

Dist	Service Number, route and operator	GMPTE officer comments and recommendations
ST	<p>Withington – Didsbury Village – East Didsbury – Parrs Wood – Cheadle Royal – Heald Green Station – Gatley – Northenden – Withington</p> <p><i>Haytons Coaches</i></p>	<p>route between Cheadle Royal, Gatley, Northenden and West Didsbury. Following further investigation officers would recommend that the service be revised to run along the existing section of route between Withington, Didsbury Village, East Didsbury, Parrs Wood and Cheadle Royal, the service would then run along Etchells Road, Turves Road, Cheadle Road, Wilmslow Road, Gatley Road, Kingsway and then along the existing route to Withington.</p> <p>In addition, the current 195 journeys would become 196.</p> <p>This change would maintain the existing service for 99% of current passengers and restore the Cheadle to East Didsbury link, which was lost with the withdrawal of Service 170 in August 2008.</p> <p>The extension of Service 44 to Manchester Airport, detailed above, replaces the section of route along Styal Road, Church Road and provides an additional link to Cheadle. Any passenger wishing to travel between:</p> <ul style="list-style-type: none"> • West Didsbury and Northenden would use hourly Service 178; • Northenden and Sharston would use Service 43 every 10 minutes, and • Sharston and Gatley / Cheadle would use Service 371 every 30 minutes. <p>This change represents no additional cost to the Subsidised Services Budget.</p> <p>This change to Services 195/196 is dependent upon the change to Service 44 detailed above being approved.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Members are asked to approve the route change detailed in the recommendation above and the renumbering of all journeys to 196. If approved, this change would commence 5 September 2010.</p> </div>
ST	<p>371</p>	<p>Commencing 24 October 2010 the Monday to Saturday evening journeys on Service 371 were increased from hourly to every 30 minutes as part of the introduction of Orbital services. This increase brought the evening service in line with the Monday to Friday daytime service.</p> <p>The Saturday daytime and Sunday daytime and evening service remained</p>
TD	<p>Stockport – Edgeley – Cheadle – Gatley – Sharston – Baguley – Timperley – Altrincham</p>	

Dist	Service Number, route and operator	GMPTE officer comments and recommendations
	<p><i>Stagecoach Manchester</i></p>	<p>hourly.</p> <p>It was hoped that an increase in patronage would be seen with the increase in frequency, however, the number of passengers travelling have remained stable with those passengers spreading across the additional journeys.</p> <p>The current contract is due to expire 24 July 2010. Officers would recommend the extension of this contract until October 2010 to enable further work to be carried out on identifying possible options for this service. If approved, a further report detailing options will be brought to the August meeting of this Committee. Implications on the Subsidised Services Budget will be detailed in Part B of this meeting.</p> <div data-bbox="808 683 1980 775" style="border: 1px solid black; padding: 5px;"> <p>Members are asked to approve the extension of Service 371 until October 2010. The cost of this extension is shown in Part B of this meeting.</p> </div>
RE	<p>436</p> <p>Rochdale – Cutgate Circular</p> <p><i>Bu Val Buses</i></p>	<p>Service 436 operates every 30 minutes Monday to Saturday daytime.</p> <p>Commencing 26 July 2010 this subsidised service will be operated on a commercial basis with the withdrawal of the 0845 Saturday and 1815 Monday to Saturday departures from Rochdale. In addition, the frequency is reduced on Saturdays from every 30 minutes to hourly.</p> <p>Surveys show the 0845 journey carries an average of 8 passengers. Following the withdrawal the first journey on Saturday will be 0915 hours from Rochdale.</p> <p>The 1815 journey carries an average of 4.5 passengers per journey Monday to Friday and 6 passengers per journey on Saturday. The last departure from Rochdale will be 1745 Monday to Friday and 1715 Saturday.</p> <p>Officers feel unable to justify the cost of replacing the affected journeys. Implications on the Subsidised Services Budget will be detailed in Part B of this meeting.</p> <div data-bbox="808 1337 1980 1426" style="border: 1px solid black; padding: 5px;"> <p>Members are asked to approve the withdrawal of the Monday to Saturday 1815 and Saturday 0845 departures from Rochdale, with effect from 26 July</p> </div>

Dist	Service Number, route and operator	GMPTe officer comments and recommendations
		2010.
RE	455 Rochdale – Hollingworth Lake – Littleborough <i>Bu Val Buses</i>	<p>Service 455 operates hourly daily, during the daytime and in the evening.</p> <p>Officers are recommending withdrawal of the Monday to Friday 0735 journey from Hollingworth Lake to Rochdale due to low passenger numbers and to facilitate a retiming of a journey on Service 456 to meet a school request.</p> <p>An average of 2 passengers per trip board along Halifax Road to travel to Rochdale. Alternative journeys are available on Service 456 from Hollingworth Lake at 0730 and Service 454 from Halifax Road at 0745.</p> <p>This change represents no additional cost to the Subsidised Services Budget.</p> <p>Members are asked to approve the withdrawal of the 0735 journey from Littleborough, with effect from 26 July 2010.</p>

ST	X5	Service X5 is a New Orbital service Stockport to Sale, operating hourly Monday to Saturday daytime.
TD	Stockport – Sharston – Northenden Post House – Sale Moor – Sale <i>Stagecoach Manchester</i>	This brand new direct link between Stockport and Sale has proved very successful since it started operating on 24 January 2010, with surveys showing the following increasing levels of patronage:

February 175 passenger on average each day

March 200 passenger on average each day

April 215 passenger on average each day

May 223 passenger on average each day

These figures are building month by month and a recent survey has shown that 99% of passengers are satisfied with the service they receive. The only improvement suggested was that the hourly service be increased in frequency.

The contract for this service is due to expire on 24 July 2010. Based on the increasing patronage and positive feedback from customers, officers would recommend that this contract be extended to 30 April 2011, at which time the service would be tendered in the normal way.

This change represents no additional cost to the Subsidised Services Budget.

Members are asked to approve the recommendation for Service X5 to be extended to 30 April 2011.
