

GREATER MANCHESTER TRANSPORT COMMITTEE - BUS SERVICES SUB-COMMITTEE

DATE: Friday, 21st January, 2022

TIME: 10.30 am

VENUE: Friends Meeting House - Main Hall, 6 Mount Street,
Manchester, M2 5NS

AGENDA

1. Apologies

2. Chairs Announcements and Urgent Business

3. Declarations of Interest 1 - 4

To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer at the start of the meeting.

4. Minutes of the GMTC Bus Services Sub Committee meeting - 5 - 12
19 November 2021

To consider the approval of the minutes of the meeting held 19 November 2021.

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

5. **Update from Operators**
To receive a verbal update from all bus operators.

6. **Changes to the Bus Network and Review of Subsidised Bus Services Budget** 13 - 42
Report of Stephen Rhodes, Customer Director & Interim Head of Bus Services, TfGM

7. **GM Transport Committee Work Programme** 43 - 48
To review the Work Programme for the GM Transport Committee and its Subcommittees.

8. **Dates and Times of Future Meetings**
To note that the GMTCC Bus Services Sub Committee will next meet on the 18 March 2022.

9. **Exclusion of the Press and Public**
That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

1. **Changes to the Bus Network and Review of Subsidised Bus Services Budget** 49 - 52
Report of Stephen Rhodes, Customer Director & Interim Head of Bus Services, TfGM

For copies of papers and further information on this meeting please refer to the website www.greatermanchester-ca.gov.uk. Alternatively, contact the following Governance & Scrutiny Officer: nicola.ward@greatermanchester-ca.gov.uk



This agenda was issued on 13 January 2022 on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street, Manchester M1 6EU

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Declaration of Councillors' Interests in Items Appearing on the Agenda

Name and Date of Committee.....>

Agenda Item Number	Type of Interest - PERSONAL AND NON PREJUDICIAL Reason for declaration of interest	NON PREJUDICIAL Reason for declaration of interest Type of Interest – PREJUDICIAL Reason for declaration of interest	Type of Interest – DISCLOSABLE PECUNIARY INTEREST Reason for declaration of interest
Page 1			

Please see overleaf for a quick guide to declaring interests at GMCA meetings.

Quick Guide to Declaring Interests at GMCA Meetings

Please Note: should you have a personal interest that is prejudicial in an item on the agenda, you should leave the meeting for the duration of the discussion and the voting thereon.

This is a summary of the rules around declaring interests at meetings. It does not replace the Member's Code of Conduct, the full description can be found in the GMCA's constitution Part 7A.

Your personal interests must be registered on the GMCA's Annual Register within 28 days of your appointment onto a GMCA committee and any changes to these interests must notified within 28 days. Personal interests that should be on the register include:

1. Bodies to which you have been appointed by the GMCA
2. Your membership of bodies exercising functions of a public nature, including charities, societies, political parties or trade unions.

You are also legally bound to disclose the following information called Disclosable Personal Interests which includes:

1. You, and your partner's business interests (eg employment, trade, profession, contracts, or any company with which you are associated).
2. You and your partner's wider financial interests (eg trust funds, investments, and assets including land and property).
3. Any sponsorship you receive.

Failure to disclose this information is a criminal offence

Step One: Establish whether you have an interest in the business of the agenda

1. If the answer to that question is 'No' then that is the end of the matter.
2. If the answer is 'Yes' or Very Likely' then you must go on to consider if that personal interest can be construed as being a prejudicial interest.

Step Two: Determining if your interest is prejudicial

A personal interest becomes a prejudicial interest:

1. where the wellbeing, or financial position of you, your partner, members of your family, or people with whom you have a close association (people who are more than just an acquaintance) are likely to be affected by the business of the meeting more than it would affect most people in the area.
2. the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice your judgement of the public interest.

For a non-prejudicial interest, you must:

1. Notify the governance officer for the meeting as soon as you realise you have an interest.
2. Inform the meeting that you have a personal interest and the nature of the interest.
3. Fill in the declarations of interest form.

To note:

1. You may remain in the room and speak and vote on the matter

2. If your interest relates to a body to which the GMCA has appointed you to, you only have to inform the meeting of that interest if you speak on the matter.

For prejudicial interests, you must:

1. Notify the governance officer for the meeting as soon as you realise you have a prejudicial interest (before or during the meeting).
2. Inform the meeting that you have a prejudicial interest and the nature of the interest.
3. Fill in the declarations of interest form.
4. Leave the meeting while that item of business is discussed.
5. Make sure the interest is recorded on your annual register of interests form if it relates to you or your partner's business or financial affairs. If it is not on the Register update it within 28 days of the interest becoming apparent.

You must not:

Participate in any discussion of the business at the meeting, or if you become aware of your disclosable pecuniary interest during the meeting participate further in any discussion of the business,
participate in any vote or further vote taken on the matter at the meeting.

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Agenda Item 4

MINUTES OF THE MEETING OF THE GREATER MANCHESTER BUS SERVICES SUB-COMMITTEE HELD ON FRIDAY 19 NOVEMBER 2021 AT 10:30AM AT FRIENDS MEETING HOUSE

PRESENT:

Councillor Jackie Harris	Bury Council
Councillor Kevin Peel	Bury Council
Councillor John Leech	Manchester City Council
Councillor Phil Burke	Rochdale Council
Councillor Roger Jones	Salford Council (Chair)
Councillor Warren Bray	Tameside Council
Councillor Mark Aldred	Wigan Council

OFFICERS IN ATTENDANCE:

Gwynne Williams	Deputy Monitoring Officer, GMCA
Nicola Ward	Governance & Scrutiny, GMCA
Stephen Rhodes	Customer Director and Interim Head of Bus Services
Nick Roberts	Head of Services & Commercial Development, TfGM

OPERATORS IN ATTENDANCE:

Gary Nolan	One Bus
Tom Calderbank	Diamond
Paul Towey	First
Connor Lomax	Go North West
Mark Mageean	Stagecoach
Alex Jones	Arriva
Martin Turner	Arriva
Paul Turner	Transdev

GMTBSC 13/21 APOLOGIES

Resolved /-

That apologies be noted and received from Councillor David Meller, Councillor Nathan Evans and Councillor Barry Warner.

GMTBSC 14/21 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

Resolved /-

That it be noted that there had been a request from Cllr Meller regarding the 307/308 service, officers agreed to go back directly to him with further details.

GMTBSC 15/21 DECLARATIONS OF INTEREST

Resolved /-

There were no declarations of interest.

GMTBC 16/21 MINUTES OF THE GM TRANSPORT BUS SERVICES SUB COMMITTEE MEETING HELD 1 OCTOBER 2021

Resolved /-

That the minutes of the GM Transport Bus Services Sub Committee meeting held 1 October 2021 be approved as a correct record.

GMTBSC 17/21 BUS OPERATOR UPDATE

Bus operators were invited to update the Committee on the current situation within the sector. Issues raised related to -

- Bus driver shortages continued nationally, with many contributing factors. The DfT had written to all HGV license holders to encourage re-entry into the industry, however this offer had resulted in further bus driver shortages. The industry had asked Government for a letter to be sent to all PCV license holders encouraging them back to the industry, but this had not been seen as yet.
- There were continued uncertainties around the future of the Bus Recovery Grant, which was due to end in April 2022.
- Greater Manchester was also still awaiting the details of the Bus Service Improvement Programme Grant following receipt of 79 bids from Local Transport Authorities to Government.
- There remained a lack of clarity as to longer term funding models for Greater Manchester once bus franchising was introduced, as patronage levels were much less than the current levels of delivered mileage. Furthermore, under such an agreement, it was anticipated that bus operators would be required to give 112 days' notice of service changes, instead of the current 56 days' notice period. This would result in proposals for April service changes having to be submitted by the first week in December, which was further complicated by the uncertain patronage forecasts.
- The issue of traffic congestion was increasing, resulting in significant discrepancies between journey times. Some city centre routes were experiencing delays of up to 50 minutes and this was significantly affecting scheduling. Operators reported some service reductions as a result; however, those less frequent services were protected where possible.
- Incidents of anti-social behaviour had also increased, with reports of smashed windows, staff assaults and slashed seats. Operators urged for a dedicated police task force, with more officers overseeing the bus network, especially at interchanges.
- Overall staff shortages continued to be quite high amongst many operators, with general sickness levels and covid relating absences contributing. As a result, staffing levels had been challenging but were now thought to be stabilising. There had been a significant recruitment programme undertaken across several operators and additional driving instructors recruited.
- Patronage levels were recorded as 82% on average compared to pre-covid levels.
- In relation to preparations for Greater Manchester's Clean Air Zone, operators reported that fleet retrofitting was well underway, and a number of new Euro-6

compliant vehicles had been brought onto the network. One challenge to this had been the availability of vehicle parts as a result of the changes to importing and exporting from the UK and as a result buses were having to remain out of operation until their parts were delivered, often for 2-3 days.

- The previously reported delay with DVLA in relation to licence renewals had seemed to have improved which was positive.
- The support of colleagues and the public through these recent challenging times was recognised and noted by operators and members of the committee.

The Chair thanked operators for their updates and urged that in relation to the significant strategic issues that letters be sent to the relevant decision makers to ensure they are made aware. Furthermore, a council motion would clearly demonstrate that the issue was acknowledged by the whole local authority and give additional support.

In relation to further increasing patronage levels, members offered to distribute promotional material from bus operators within their networks and asked to be included in future communications. Operators reported that at the latest promotions around leisure travel had been well received and as a result there had been an increase in patronage levels.

Members asked whether the latest recruitment activities had targeted current PCV license holders or had attempted to encourage new people to the industry. It was confirmed that previous recruitment had looked to entice new people to the industry, however with current bus driver numbers being so low, the latest recruitment was open to all. Operators reminded the committee that following successful recruitment, each driver required 35 hours of training before they were able to go out onto the network.

The Committee were informed that the GM Wraps (Road Activity Permit Scheme) was a system designed to identify conflicting roadworks and prepare a schedule that had minimal impact to passengers and other road users but were aware that there had been reports of where this had not happened, therefore it was requested that a future report on the scheme be brought to the Committee. Members also suggested that it would be useful to see where the scheme was most successful in Greater Manchester so that lessons could be shared.

Officers agreed to meet with operators to find a pragmatic approach to the extended service notification period and ensured that the issues in relation to future funding, the potential infrastructure developments through BSIP and CRSTS and the desired expansion of the TravelSafe team were currently being worked through and would be reported to the GM Transport Committee in due course. Operators were urged to keep reporting issues of anti-social behaviour to enable Greater Manchester Police to build up a clear picture of the crime and disorder happening on the transport network and it was further suggested that operators be invited to share their current processes for dealing with ASB with the Chair of the Committee to ensure that a joined-up system was in place.

Resolved /-

1. That the verbal updates presented by bus operators be noted, especially in relation to the uncertainties regarding the Bus Recovery Grant post April 2022, increase of anti-social behaviour incidents, supply chain delays for parts such as glass windows, the challenge of 112 days' notice for proposed service changes, the impact to service levels as a result of driver shortages and the increasing levels of congestion resulting in significant variations on journey times.

2. That it be noted that on average bus operators were now undertaking 97% of pre-covid mileage and recording patronage levels of 82% compared to pre-covid levels.
3. That it be noted that operators reported retrofitting and fleet upgrading activity was on target, to ensure all vehicles were Euro 6 compliant as per the requirements for the Clean Air Zone by May 2022.
4. That Members of the Committee be urged to write to the relevant decision maker whether that be the Chair of the Transport Committee and Mayor or Greater Manchester regarding significant issues and where appropriate, propose a formal motion to their own Local Authority for further support.
5. That bus operators be invited to share details of travel incentives or promotions with the Chair of the Committee so these can be shared with Members and promoted further via their networks.
6. That it be noted that TravelSafe events would be taking place in Media City (2 December) and Wigan (8 December) should any Member or transport operator wish to be engaged.
7. That all operators be invited to submit their process for reporting/dealing with anti-social behaviour incidents (via One Bus) to the Chair of the GM Transport Committee to review with colleagues at GMP and TfGM.

GMTBSC 18/21 CHANGES TO THE BUS NETWORK AND REVIEW OF SUBSIDISED BUS SERVICES BUDGET

Nick Roberts, Head of Services & Commercial Development, TfGM reported to the Committee on the latest tender round which had included £10m worth of contracts, 20% of which had resulted in service changes including contract terminations, consolidated routes, simplified timetables and extensions to meet new demands. Some of the tenders that were initially included in this round had been sent back out to market as their cost per passenger did not represent good value.

There had been significant engagement with elected members regarding the proposed changes outlined within this report, including –

- With Councillor Sykes regarding services 482 and 408 in Shaw.
- With Councillor Roberts and Briggs on behalf of Councillor Cosgrove regarding service 402 in Oldham.
- With Councillors Aldred, Sykes and Bullen regarding services 607/608 in Ashton in Makerfield.
- With Councillor Bray in relation to service 356 on Carhill Road.

As a result of this engagement there had been a recognition that further reports needed to be more transparent to ensure that the complexities of proposed changes were explained to all readers. The positive engagement with local councillors and stakeholders was also recognised as a useful element of the process that would continue to be pursued.

Members welcomed the improvements to the B2 and B4 services in Bury, however expressed concern that the proposals in relation to services 467/468 would have a

detrimental effect on people accessing Fairfield Hospital. This route was popular, and it was felt that an hourly service would not meet demand levels. In relation to service 511, members further expressed their concerns in reducing evening services to 2-hourly as it would have a significant impact to an already isolated area. Officers agreed to present data behind these planned service changes to elected members and arrange a meeting to discuss if required.

Members asked for clarification as to the 'value for money' threshold for cost per passenger. This was currently at £4 per passenger, however the calculations behind this figure were complex. Further to this, members also asked for clarification as to the accepted walking distance to alternative services as there were a number of figures mentioned in the report. Officers confirmed this as 400m, however there were other variables to consider when accepting this alternative, including local demographics and gradients.

In relation to services 571 and 572, members asked for the rationale behind the decision to extend the start and finish times. Officers confirmed that this would be due to opportunities found to increase demand but would report back on the details.

Although the proposed changes to service 129 were accepted, members were concerned that this had been already cut from a 40-minute service and asked that officers keep this under review.

Resolved /-

1. That the changes to the commercial network set out in Annex A of the report be noted.
2. That it be agreed that no action is taken in respect of changes or de-registered commercial services set out in Annex A of the report.
3. That the action taken in respect of the service change set out in Annex B of the report be noted.
4. That the proposed changes to general subsidised services set out in Annex C of the report be agreed.
5. That officers would ensure that future reports were more transparent through the explanation of interdependent complexities and increased levels of acute engagement with local stakeholders.
6. That it be noted that officers had met and consulted Cllr Howard Sykes on the proposed changes to services 482 and 408 and that a request had been made to keep these services under review.
7. That it be noted that officers had met with Cllrs Roberts and Briggs and on behalf of Cllr Cosgrove in relation to service 402 in Oldham and a request had been made to reconsider options and reported at the next committee meeting which included the provision of a service to Derker.
8. That it be noted that officers will discuss the proposed changes to services 607 and 608 in Wigan with Cllrs Aldred, Sykes and Bullen on 23rd Nov and explained that this was in relation to driver shortages.

9. That it be noted that following a query from Cllr Bray, there had been improvements made to the proposed changes to service 356.
10. That the rationale for proposed changes to services 467/468 and 511 be shared with Cllr Peel and other Bury councillors as appropriate.
11. That Cllr Harris also be copied into any correspondence relating to proposed changes to service 511.
12. In relation to services 571/572, that TfGM would report back to Cllr Leech as to the reasons for additional morning services.
13. That officers agreed to report back on the outcomes of the re-tender for service 84a to the Transport Committee.

GMTBSC 19/21 GMTC WORK PROGRAMME

Gwynne Williams, Deputy Monitoring Officer to the GMCA presented the latest iteration of the Greater Manchester Transport Committee work programme for members consideration.

Resolved /-

1. That the proposed work programme for the GM Transport Committee and its Sub Committees be noted.
2. That the GM Transport Committee receive a future report on GM WRAPS (Road Activity Permit Scheme) to ensure its effectiveness in managing roadworks across the sub region and identify any area for improvements.

GMTBSC 20/21 DATES OF FUTURE MEETINGS

Resolved /-

That it be noted that the next meeting of the Bus Services Sub Committee would be held on the 21 January 2022.

GMTBSC 21/21 EXCLUSION OF THE PRESS AND PUBLIC

Resolved /-

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

GMTBSC 22/21 CHANGES TO THE BUS NETWORK AND REVIEW OF SUBSIDISED BUS SERVICES BUDGET

Resolved /-

That the financial implications of forthcoming changes to the bus network be noted.

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GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 21 January 2022

Subject: Changes to the Bus Network and Review of Subsidised Bus Services
Budget - Part A

Report of: Stephen Rhodes, Customer Director & Interim Head of Bus Services,
TfGM

Purpose of Report

- I. To inform Members of the changes that have taken place to the bus network since the last Bus Services Sub Committee meeting and report on action taken or proposed by Transport for Greater Manchester; and
- II. To seek guidance from Members on the actions proposed by Transport for Greater Manchester.

Recommendations:

Members are asked to:

1. note and comment as appropriate on changes to the commercial network set out in Annex A;
2. agree that no action is taken in respect of changes or de-registered commercial services set out in Annex A;
3. note the action taken in respect of the service change set out in Annex B; and
4. agree the proposed changes to general subsidised services set out in Annex C.

Contact Officers

Stephen Rhodes Customer Director & Interim Head of Bus Services, TfGM
stephen.rhodes@tfgm.com

Nick Roberts Head of Services & Commercial Development, TfGM
nick.roberts@tfgm.com

Equalities Implications

N/A

Climate Change Impact Assessment and Mitigation Measures

N/A

Risk Management

N/A

Legal Considerations

N/A

Financial Consequences – Revenue

see paragraph 2 and Part B report

Financial Consequences – Capital

N/A

Number of attachments to the report:

main report only

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

Review and Planning of General Subsidised Bus Services report to the Greater Manchester Transport Committee, Bus Services Sub -Committee – 13th November 2020.

Forthcoming Changes to the Bus Network report to the Greater Manchester Transport Committee, Bus Services Sub -Committee – 19th November 2021.

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

No

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? No

GM Transport Committee

N/A

Overview and Scrutiny Committee

N/A

1. Introduction/Background

1.1. The Bus Services Sub Committee of the Greater Manchester Transport Committee considers all matters relating to the operation and service performance of the bus network in Greater Manchester, including commercially registered and subsidised services; Demand Responsive Services, bus stations and bus stops; passenger information services; contract monitoring; vehicle standards; and passenger safety for the subsidised bus network.

1.2. Acting under delegated authority, the Sub Committee is tasked to review closely and approve all proposed changes to the subsidised bus network and ensure that the cost of the subsidised general services is kept within the appropriate budget or any cash limits. This is achieved through: -

- rationalisation of existing services whilst maintaining key links on the network;
- engaging with operators with the objective of them taking on “marginal commercial” services; and
- continuing to redesign and restructure grouped services to ensure that maximum value is obtained from subsidy.

1.3. In general, withdrawals, reductions or amendments to services are currently only planned at the date of next renewal of the contract concerned and proposed changes will be reported to this Sub Committee.

1.4. The governance process that leads up to the reporting to the Bus Services Sub Committee involves the scrutiny of all tendered services at TfGM’s Tender Panel that consists of representatives from Legal, Procurement and Finance as well as TfGM’s Bus Services team.

2. 2021/22 BUDGET SUMMARY

- 2.1 The summary below provides the current position on the 2021/22 Subsidised Bus Services budget for the eight months to 30th November 2021.
- 2.2 Net expenditure on Subsidised Services is £1.4m lower than budget in the year to date. It should be noted that considerable risk remains around future income (including continued government support) and cost.

	Year to date - November 2021				Budget
	Actual	Budget	Variance		2021/22
	£000	£000	£000	%	£000
General Network Costs					
General Bus Services	13,899	15,080	1,181	7.8%	24,497
Local Link	1,313	1,493	180	12.1%	2,367
Shuttles	1,212	1,315	102	7.8%	1,972
Sub-Total General Network	16,425	17,887	1,463	8.2%	28,835
Schools Services Costs	8,886	9,221	335	3.6%	14,447
Total – Subsidised Services costs	25,311	27,108	1,798	6.6%	43,282
General Network Income					
General Bus Services	2,684	2,969	(285)	(9.6%)	5,847
Local Link	93	60	33	55.3%	89
Shuttles	595	610	(15)	(2.5%)	914
Sub-Total General Network	3,371	3,639	(267)	(7.3%)	6,850
Schools Services income	3,402	3,496	(94)	(2.7%)	5,384
Total – Subsidised Services income	6,773	7,134	(361)	(5.1%)	12,234
Net Cost - Subsidised Services	18,538	19,974	1,436	7.2%	31,048

3. CHANGES TO THE COMMERCIAL NETWORK (ANNEX A)

- 3.1 Annex A to this report lists changes to commercial services which, in the view of Transport for Greater Manchester, are not sufficiently significant to require the provision of subsidised service replacements. Brief details of the implications of the changes are provided.

4. CHANGES TO THE COMMERCIAL NETWORK (ANNEX B)

- 4.1 There are no changes to commercial services which officers believe to be of sufficient importance as to require action by Transport for Greater Manchester.

5. CHANGES TO GENERAL SUBSIDISED SERVICES (ANNEX C)

- 5.1 Annex C to this report lists proposals for changes to general subsidised services on which the views of Members are requested. Information is given about the reasons for proposing these changes.

6. FINANCIAL IMPLICATIONS

- 6.1 Financial implications are set out in Part B of the report.

7. RECOMMENDATIONS

- 7.1 Recommendations are set out at the front of this report.

Stephen Rhodes

Customer Director and Interim Head of Bus Services

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX A

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR TE	X57 Manchester Airport – Oxford Road – Manchester – Hyde – Glossop – Sheffield	Hulleys	This service, which currently provides a two hourly service between Manchester and Sheffield, is withdrawn in response to the national driver shortage and other issues. The service has only been running since October 2020; the section to Manchester Airport has been suspended since October 2021 as result of driver shortages.	10/01/22	Rail services for cross Pennine journeys.	n/a	No TfGM action
BY BN	273 Rawtenstall – Ramsbottom - Bolton	Rosso	This service which currently provides one journey towards Bolton during the morning peak and two from Bolton in the afternoon is withdrawn.	24/04/22	n/a	n/a	Service 480 is revised to maintain the link between Ramsbottom and Bolton (see part C)

RE	R3, R13 Rochdale - Town Head - Shawclough - Whitworth - Wallbank	Rosso	A revised timetable is proposed in which all journeys are numbered R3 but will be operating via the R13 route, reducing the number of journeys on the variation that runs direct along Shawclough Road. (See also part C for revisions to the subsidised journeys)	24/04/22	n/a	n/a	No TfGM action
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SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX B

There are no significant changes which require TfGM action to report.

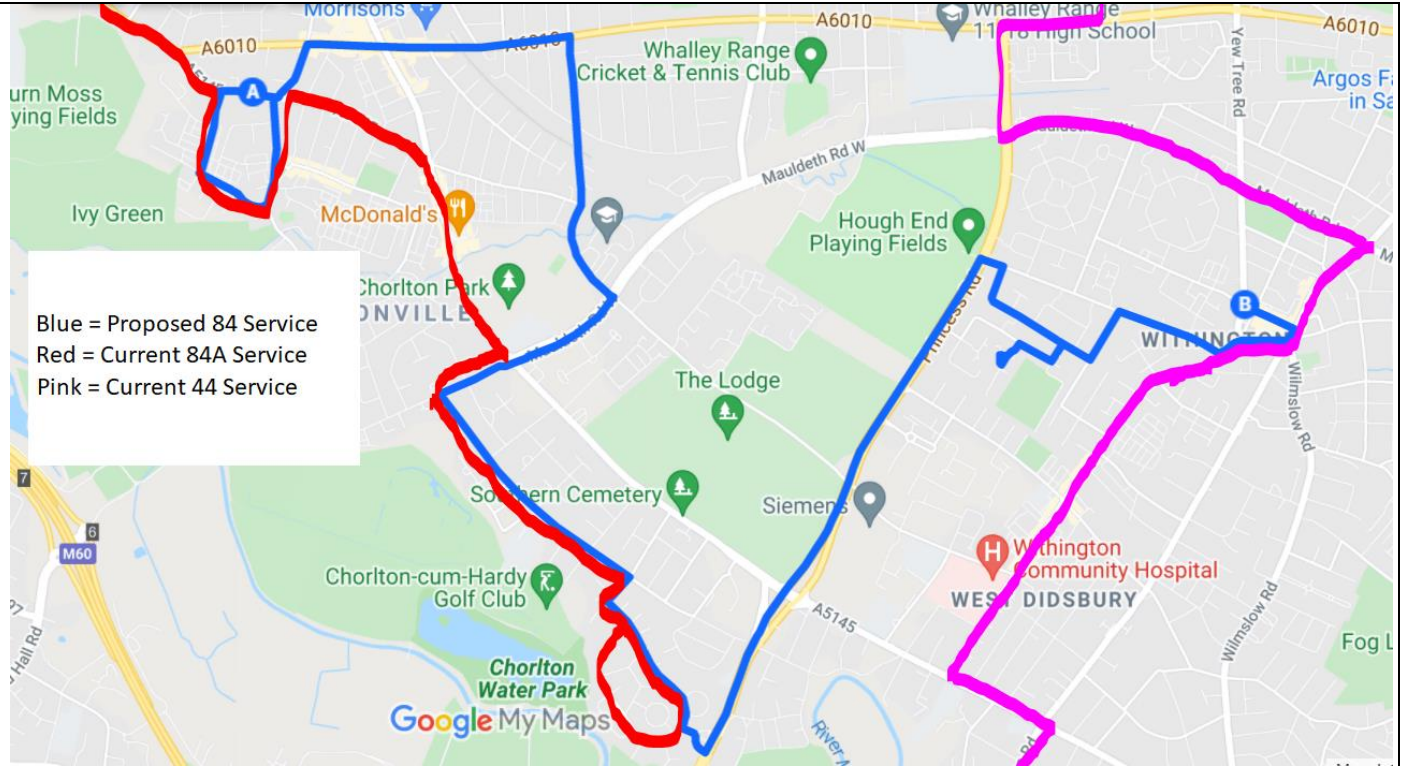
CHANGES TO THE SUBSIDISED NETWORK

ANNEX C

The Committee is invited to consider officers' proposals on the following services:

Dist	Service, route and operator	TfGM officer comments and recommendations
MR TD	84A Davyhulme – Flixton – Urmston – Stretford – Chorlton - Merseybank <i>Little Gem</i>	<p>Service 84A currently provides an hourly Monday to Saturday off peak service. Due to significant challenges to the punctuality of the service, it is no longer sustainable to maintain the existing timetable within the current level of resource and the passenger numbers are insufficient to justify an additional bus while maintaining a reasonable cost per passenger. Given that the only alternative would be to amend the frequency to 75 minutes which would be unattractive to customers, it is proposed that this service is split into two separate services:</p> <ul style="list-style-type: none"> • 84 Withington to Chorlton • 254 Stretford to Davyhulme <p>Further details for these services are shown separately.</p> <p>The section of route between Stretford and Chorlton will be withdrawn, this will continue to be served by services 23 and 25 which also run to Davyhulme, Urmston and Southern Cemetery.</p> <p>The section of route between Urmston and Flixton via Church Road will be served by changes to service 18 which is re-routed and will provide an extended span of operation of services in this area.</p> <p>The section of route via Flixton will not be replaced as alternative services through Flixton are available through services 245, 247 and 256.</p> <p>Only the section of route via St Werberghs Road in Chorlton will be unserved, however this is proximate to Metrolink services and within walking distance of services 25, 25, 85, 86 and 150.</p> <p>The full route map for current service 84A is on this link</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
MR	<p>84</p> <p>Chorlton – Merseybank – Southern Cemetery – Withington</p> <p><i>Little Gem</i></p>	<p>This new service will replace service 84A between Chorlton and Merseybank estate and service 44 to serve Dermot Murphy Close at Withington. Buses will serve Chorlton Green, Barlow Moor Road, Merseybank Estate, Southern Cemetery, Withington and Dermot Murphy Close.</p> <p>Buses will run at times close to existing journeys with the following exceptions which are not replaced to facilitate the bus operating a school bus service and to reduce the overall cost:</p> <p>Merseybank to Chorlton (currently 84A) – 0830 (Sat), 1530 (Schooldays)</p> <p>Chorlton to Merseybank (currently 84A) – 1500 (Schooldays)</p> <p>Dermot Murphy Close journeys (currently 44) – 0803 (Sat), 1603 (Mon-Sat), 1803 (Sat).</p> <p>84 Service replaces 84A between Withington and Chorlton:</p>



The full route map for new service 84 is on this [link](#)

Members are asked to approve this recommendation which would be effective from 24th April 2022.

The impact on the subsidised services budget is given in Part B of this report.

TD 254
Stretford – Humphrey
Park – Urmston –

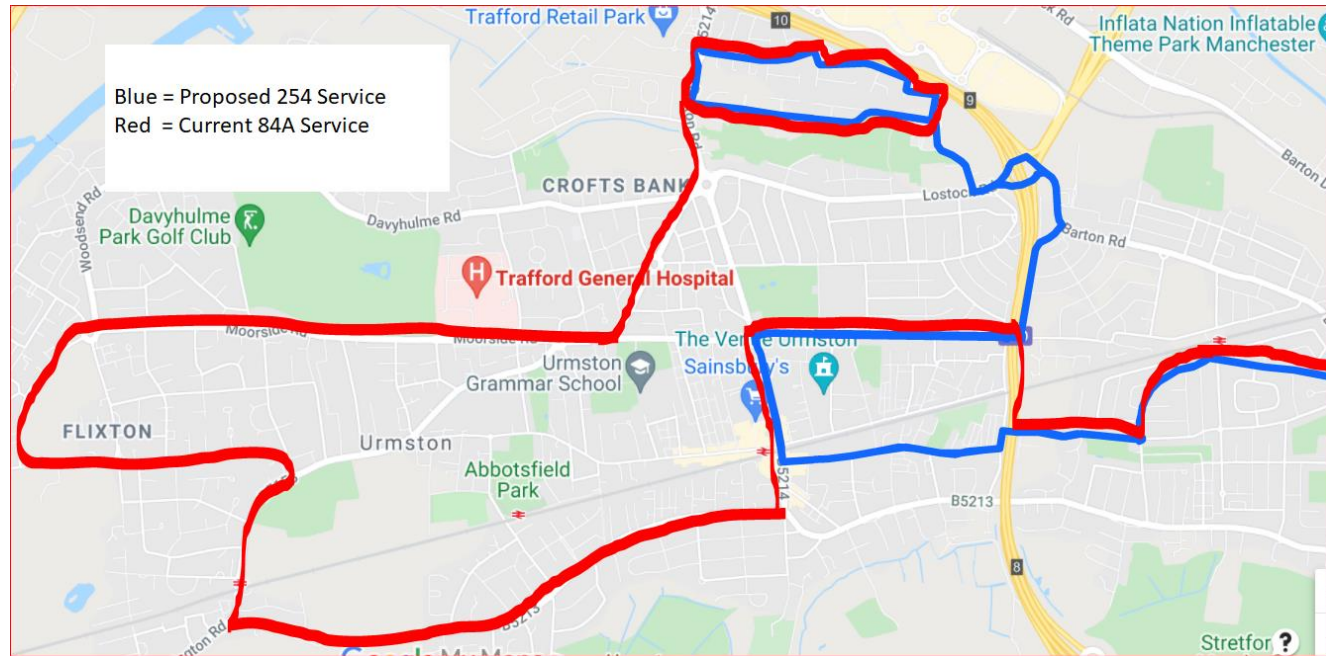
This new service will replace service 84A between Stretford and Davyhulme.
 Buses will run at proximate times to all existing journeys on service 84A and will follow a revised route as follows:

Trafford General - Davyhulme

Arriva

From Stretford Mall via Kingsway and existing route to Humphrey Lane, Bradfield Road, then Moss Vale Road, Higher Road, Station Road, Crofts Bank Road, Winchester Road, Moss Vale Road, Barton Road, Lostock Road, Kingsway Park, Barton Road, Shetland Way, Skye Road, Iona Way, Kingsway Park, Lostock Road, Barton Road, Moss Vale Road, Winchester Road, Crofts Bank Road, Station Road, Higher Road, Moss Vale Road, Bradfield Road, Humphrey Lane then as existing route to Stretford, Mall.

Service 254 replaces the 84A between Davyhulme and Urmston:

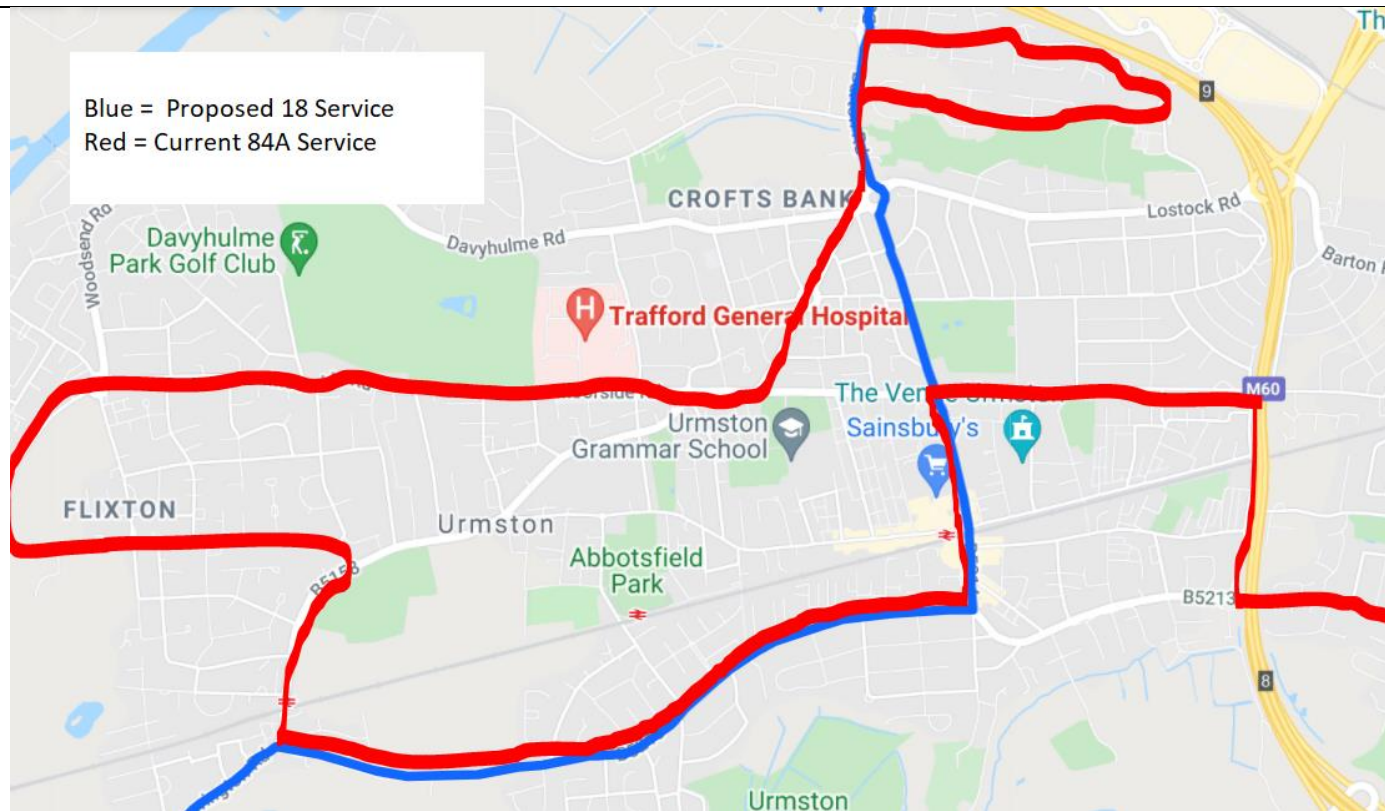


The full route map for new service 254 is on this [link](#)

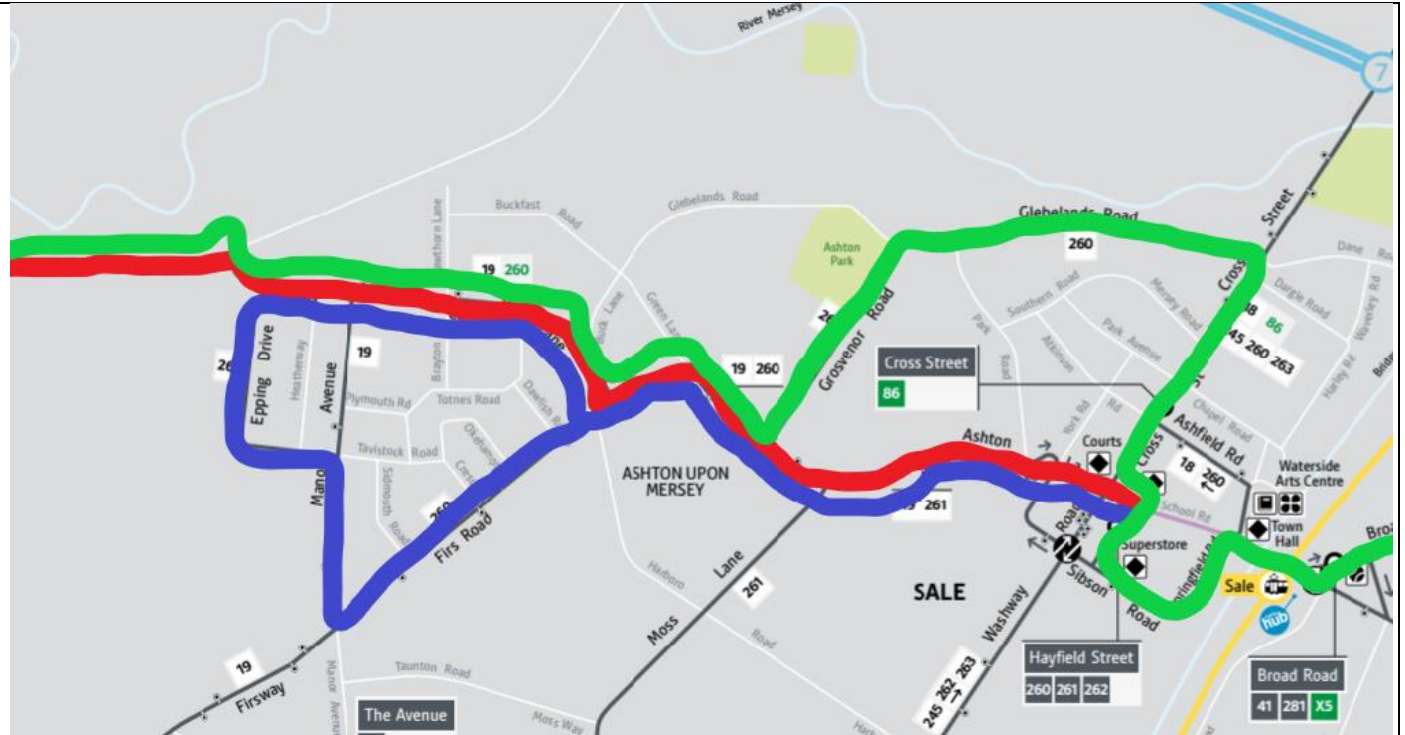
Members are asked to approve this recommendation which would be effective from 24th April 2022.

The impact on the subsidised services budget is given in Part B of this report.

SD TD MR	18 Eccles – Trafford Centre – Urmston – Stretford – Sale – Wythenshawe – Manchester Airport <i>Arriva</i>	<p>This service currently operates every 60 minutes daily all day between Trafford Centre and Manchester Airport, with the section to Eccles operating every 60 minutes Monday to Saturday daytime only, all under tender.</p> <p>Service 18 has been rerouted between Urmston and Sale to operate via Church Road Urmston, Flixton, Ashton on Mersey and Glebelands Road at Sale. This partially replaces existing services 84A and 260 along this section of route with an improved span of operation.</p> <p>Service 18 will no longer run via Stretford between Urmston and Sale, with alternative journeys available on services 15, 23, 245, 255 and 263 along this section of route.</p> <p>Due to a high cost per passenger, it is recommended that the daily evening service and the whole Sunday service is reduced from hourly to 2 hourly. Whilst the cost per passenger is still higher than the £4 threshold, officers do feel that a reduction in service is more appropriate than a full withdrawal of the evening and Sunday services.</p> <p>Whilst journeys will be retimed, the following approximate journeys will be withdrawn:</p> <ul style="list-style-type: none"> • Trafford Centre to Manchester Airport: • Mon-Sat: 1936, 2136; Sunday: 0936 then 2 hourly to 2136. • Manchester Airport to Trafford Centre: • Mon-Sat: 1930, 2130, 2340; Sunday: 1118 then 2 hourly to 1718, 1930, 2130. <p>Service 18 route replacing the 84A:</p>
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Service 18 route replacing the 260:



In Ashton the current 260 will be replaced by 18 (green), 260 (blue) and 280 (red).

The full route map for revised service 18 is on this [link](#)

Members are asked to approve this recommendation which would be effective from 24th April 2022.

The impact on the subsidised services budget is given in Part B of this report.

TD CAT5 / CAT5A

These routes currently provide a half hourly daytime service between Altrincham and Warrington via Lymm, Partington and Sinderland Green, partly subsidised by TfGM.

Due to the issue with the canal overbridge on Woodhouse Lane, Dunham Massey, all journeys have been running via Moss Lane, Sinderland Lane, Sinderland Road, Manchester Road and

Altrincham - Sinderland Green - Partington – Warrington

Warrington

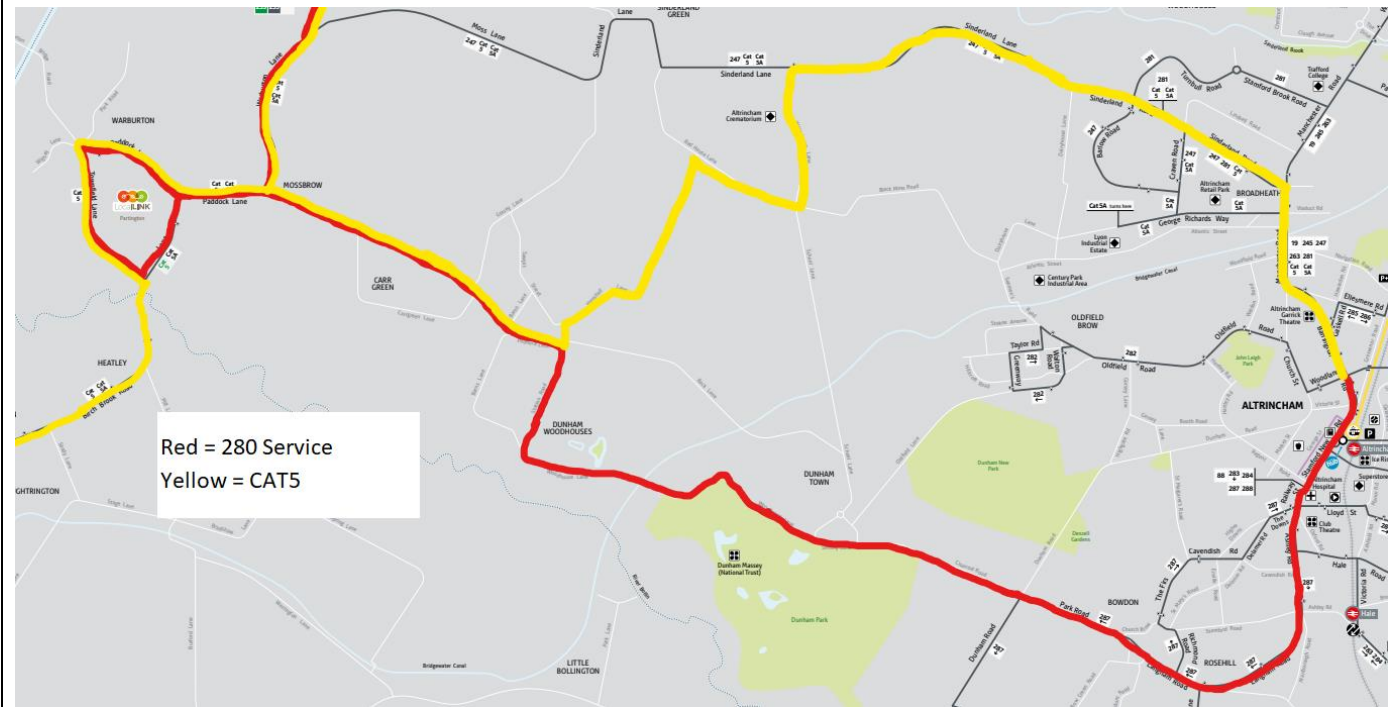
Barrington Road to Altrincham Interchange, instead of hourly via Dunham Massey or hourly via Sinderland Green, since December 2019.

A revised timetable is proposed taking account of proposed new service 280 noted below which will provide an hourly Daily daytime service from Warrington via Lymm, Warburton (off-peak), Partington and Dunham Massey (Rope & Anchor) into Altrincham via Broadheath. This, with the new 280, will maintain all existing links and provide a new link between Dunham Massey and Asda Broadheath.

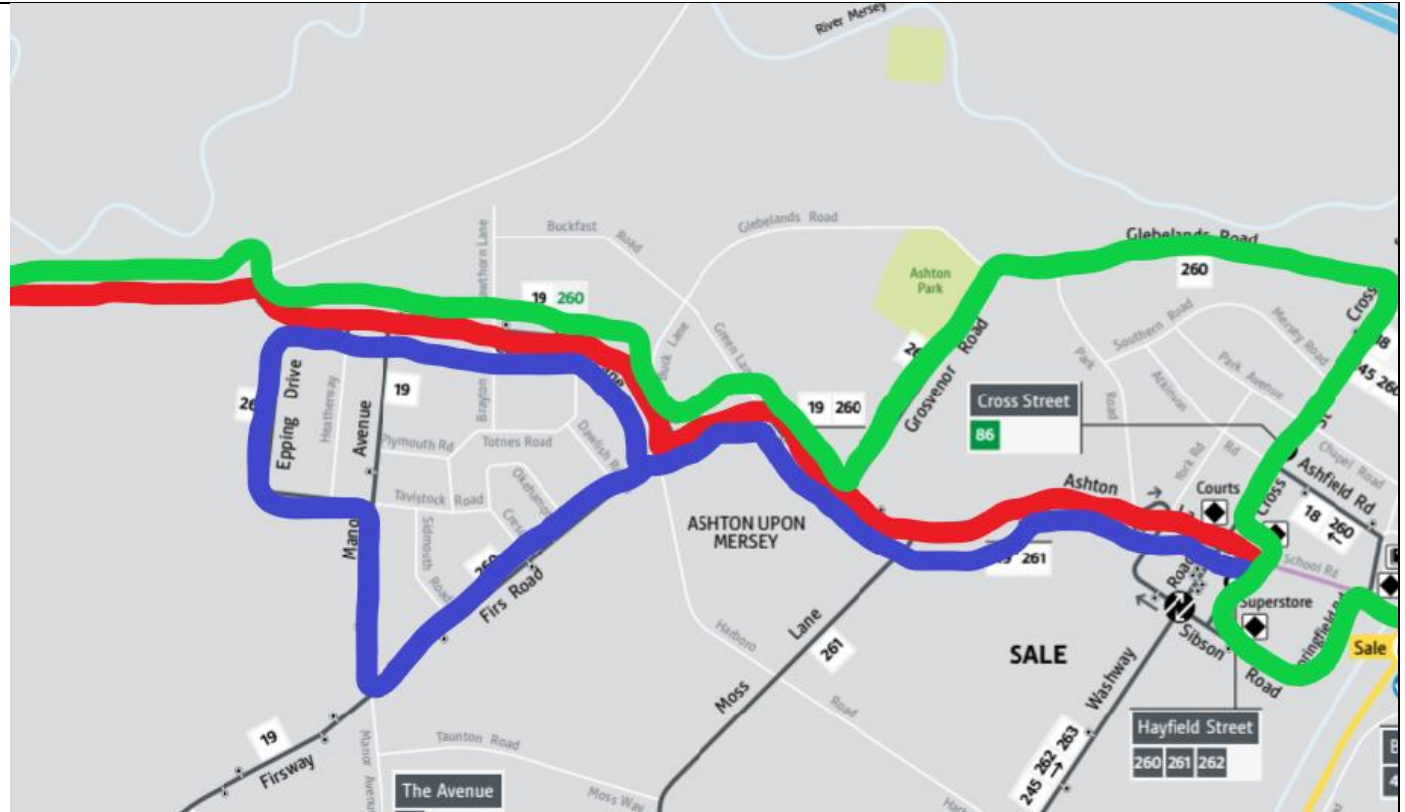
While the direct link from Partington to Altrincham via Sinderland Green will no longer be provided by Warrington, alternative facilities are available on Arriva service 247.

The full route map for new service 280 is on this [link](#)

Revised CAT 5 Service:



		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
TD	<p>260</p> <p>Sale - Carrington - Partington</p> <p><i>Little Gem</i></p>	<p>Service 260 currently provides an hourly Monday to Saturday daytime service between Sale and Partington.</p> <p>A revised route and timetable are proposed so that 260 becomes a Sale local service via Ashton Lane and Carrington Lane to Epping Drive, Manor Avenue and Firs Road. An hourly daytime service will be run after the morning school peak, with a gap at the afternoon school peak.</p> <p>New service 280 will link Sale with Carrington and Partington while revised service 18 will cover Grosvenor Road and Glebelands Road.</p>



In Ashton the current 260 will be replaced by 18 (green), 260 (blue) and 280 (red).

Members are asked to approve this recommendation which would be effective from 24th April 2022.

The impact on the subsidised services budget is given in Part B of this report.

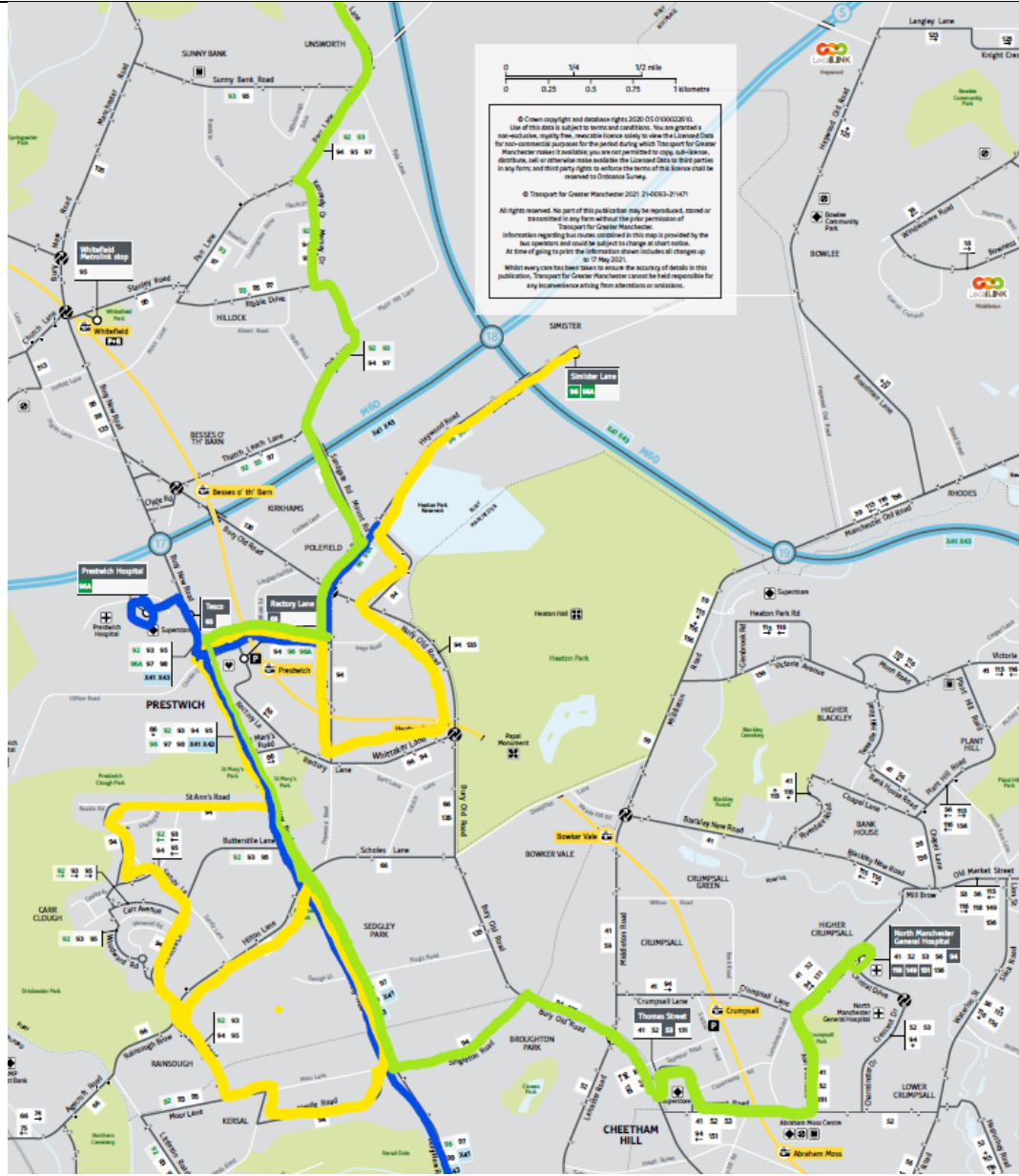
TD 280
Altrincham – Dunham Massey – Partington – Carrington - Sale

This new service will provide an hourly Monday to Saturday daytime service (0630-1830) replacing existing service 260 between Sale and Partington and reinstating a service via Dunham Massey village, passing Dunham Massey Hall. In Partington, buses will run via Carrington Lane, Manchester Road, Manchester New Road, Central Road, Moss Lane, Lock

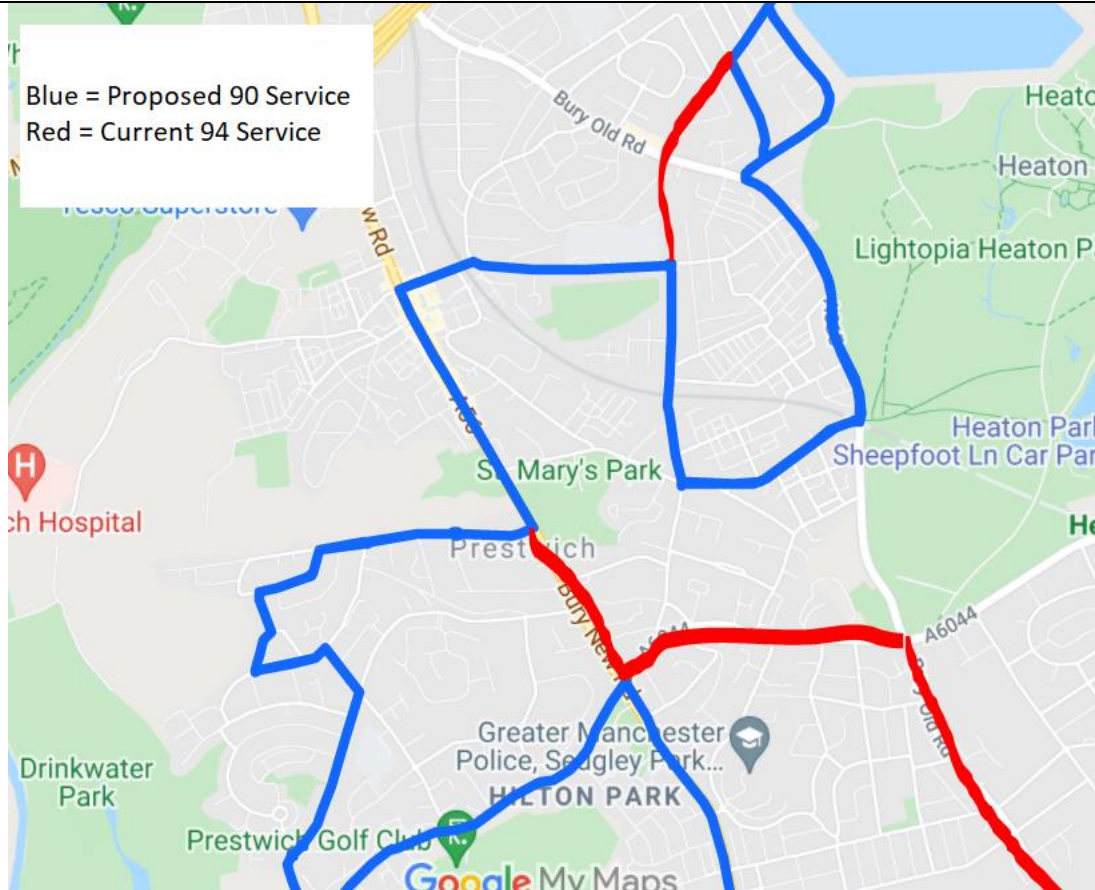
	<p>Operator tbc</p>	<p>Lane, Birch Road, Wood Lane, Laurel Walk, Redbrook Road and Warburton Lane. Tulip Road, Chapel Lane and Cross Lane are no longer served.</p> <p>There has been considerable concern raised about the loss of the service through Dunham Massey village and extensive engagement with stakeholders regarding options for its replacement. These proposals address the majority of these concerns.</p> <p>Evening and Sunday facilities between Partington and Sale, and between Dunham Massey and Altrincham will continue to be available on Partington Local Link. While tenders were issued for a conventional bus service at these times, to mirror the daytime service, no bids were received due to the restriction imposed by the low bridge. Additional, Warrington CAT5 reported above will provide a Sunday service from Warburton and Dunham Massey (Rope & Anchor) into Altrincham via Broadheath.</p> <p>The full route map for new service 280 and revised CAT5 is on this link</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
TD	<p>261</p> <p>Sale - Ashton upon Mersey circular</p> <p><i>Little Gem</i></p>	<p>Service 261 currently provides an hourly Monday to Saturday daytime service with some gaps. A revised timetable is proposed with a more consistent hourly headway service but with a gap at the afternoon school peak.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
TD	<p>262</p> <p>Sale - Sale Moor - Brooklands circular</p> <p><i>Little Gem</i></p>	<p>Service 261 currently provides an hourly Monday to Saturday off peak service (0939-1439). A revised timetable is proposed with an hourly Monday to Saturday across an extended span of operation (0839-1739) but with a gap at the afternoon school peak.</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>TD MR ST</p>	<p>X5</p> <p>Sale - Sale Moor - Northern Moor - Sharston - Stockport</p> <p><i>Little Gem</i></p>	<p>Service X5 currently runs at peak times on an hourly frequency Monday to Friday, with two round trips in the morning and afternoon.</p> <p>This service is proposed to be withdrawn due to low usage, an average of less than 4 per journey since the timetable was last revised in August 2020. While there is no alternative through service between Sale and Stockport, the journey is possible by using services 41 and 11A and changing at Northenden.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>TD MR</p>	<p>288</p> <p>Altrincham – Hale Barns – Manchester Airport</p> <p><i>Arriva</i></p>	<p>This service was reported at the last committee as being split into two services at Altrincham, this note refers solely to the section between Altrincham and Manchester Airport.</p> <p>This service currently operates every 60 minutes Monday to Saturday daytime and every 120 minutes Sunday daytime and daily evenings, all under tender.</p> <p>It is proposed that the service 288 is re-routed to serve World Freight Centre, a link which was removed a number of years ago to facilitate the through working to East Didsbury. The removal of the through service to East Didsbury of this permits the restored route.</p> <p>The Sunday daytime variation via Runway Visitor Centre will be withdrawn to permit a standard route.</p> <p>Due to the change of the contract workings, the last bus from Airport to Altrincham will change daily from 2237 to 2132.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p>

		There is no impact on the subsidised services budget.
BY	494 Bury - Fishpool - Freetown - Fern Grove Tyrers/Vision Bus	<p>This service currently provides an hourly Monday – Saturday daytime service with an hourly daytime service on Sundays.</p> <p>It is proposed that this service is withdrawn, being replaced by changes to services B4 (reported to November committee) and 94.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
MR BY	96 Simister — Prestwich — Higher Broughton — Manchester Go North West	<p>This service currently runs approximately hourly from Simister to Prestwich between 0656-1808 (Monday to Friday); 0824-1824 (Saturdays) and 1024-1724 (Sundays), with the peak time journeys and alternate off-peak journeys extended to Manchester city centre via Bury New Road, a timetable that was introduced in October 2021 to address the punctuality issues that have been evident for some time.</p> <p>The service has been operated by Go North West since April 2020 and the published timetable requires one bus, with, in the off peak period a round trip time of one hour. To maintain an hourly service over the full route would require a second vehicle, which would effectively double the cost.</p> <p>It is proposed that the service is withdrawn and replaced by new service 90 which would link Simister to Prestwich for interchange to Metrolink or other bus services for journeys to Manchester city centre. On Bury New Road, service X41 provides an alternative for the section between Knoll Street and Waterloo Road.</p> <p>The map belows shows the current 94 (blue), new 90 (yellow) and new 94 (blue):</p>



		<p>Members are asked to approve this recommendation which would be effective from 31st October 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>SD BY</p>	<p>90 Simister – Prestwich – Carr Clough – Hilton Park</p> <p><i>Operator tbc</i></p>	<p>This new service will replace existing service 96 between Simister and Prestwich, and part of service 94.</p> <p>It is proposed to run every 60 minutes Monday to Saturday daytime from Simister via Simister Lane and Heywood Road then, to replace service 94 via St Margarets Road, Bury Old Road, Whittaker Lane, Rectory Lane, Heywood Road, Heys Road and Fairfax Road to Prestwich, then Bury New Road, St Ann's Road, Shelley Road, Scott Road, Lowther Road, Sandy Lane, Butterstile Lane then a loop Hilton Lane to Sedgley Park Lidl, Bury New Road, Moor Lane, Nevile Road, Oaklands Road, Moor Lane, Kersal Road, Rainsough Brow back to Butterstile Lane, Prestwich and Simister.</p> <p>The timetable also incorporates a school movement to Parrenthorn High School.</p> <p>Replaces 94 –</p>



The full route map for new service 90 is on this [link](#)

Members are asked to approve this recommendation which would be effective from 24th April 2022.

The impact on the subsidised services budget is given in Part B of this report.

MR
SD

94

This service currently operates every 60 minutes Monday to Saturday daytime, under tender.

BY	<p>Bury – Pilsworth – Unsworth – Prestwich - NMGH</p> <p><i>Vision Bus</i></p>	<p>Due to a high cost per passenger to retain the existing service pattern, alternative tenders were issued with a revised route and timetable.</p> <p>Between Bury and Pilsworth, the service will be re-routed to run via Fishpool and Pimhole, partially replacing service 494. In Prestwich buses will run direct from Mount Road to Heys Road, with St Margaret’s Road served by service 90. Between Prestwich and Cheetham Hill buses will run via Bury New Road and Singleton Road with the section via Carr Clough being served by new service 90.</p> <p>The service will remain every 60 minutes Monday to Saturday with all existing journeys replaced by proximate alternatives and with additional AM peak journeys provided to permit better access to employment. Two evening trips and a two hourly Sunday service are also added.</p> <p>The full route map for revised service 94 is on this link</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BY RE	<p>467</p> <p>Bury - Jericho - Bamford - Caldershaw - Spotland – Rochdale</p> <p>468</p> <p>Bury - Jericho - Bamford - Bagslate - Spotland - Rochdale</p> <p><i>Transdev Rosso</i></p>	<p>The subsidised evening and Sunday journeys on these routes combine to provide a half hourly service between Bury, Bamford and Rochdale.</p> <p>Following concerns raised by local members about the proposed reduction in service (reported at the 19 November Committee meeting), further discussion with the operator has resulted in a new timetable being developed which will maintain the existing level of service within the contract cost. There are some changes to individual journeys as follows, but the new timetable will maintain the half hourly service between Fairfield Hospital and Bury or Rochdale across most of the day:</p> <p>On Mondays to Saturdays the current 2306 from Rochdale to Daniel Fold will be extended to Bury.</p> <p>On Sundays from Rochdale, the current 0730 to Bury is moved to 0800, the 2240 journey on 468 is moved to 2310 and the 2306 to Daniel Fold is withdrawn.</p> <p>On Sundays from Bury, the current 0815 to Rochdale is moved to 0745, the current 0915 on 468 becomes a 467 via Daniel Fold and the 2315 467 is withdrawn.</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>There is no impact on the subsidised services budget.</p>
<p>BY BN</p>	<p>480</p> <p>Bury - Ramsbottom - Hawkshaw - Walves - Bradshaw - Bolton</p> <p><i>Transdev Rosso</i></p>	<p>This service currently provides an hourly Monday – Saturday daytime service.</p> <p>It was reported at the 19 November Committee meeting that a revised timetable would be introduced which adds a two hourly Sunday service between Bury and Holcombe Brook.</p> <p>Further discussion with the operator has resulted in a new timetable being developed which means the two hourly Sunday service will run across the whole route, and two Monday to Saturday evening journeys will also be added within the contract cost. In addition, a peak time facility is provided between Ramsbottom and Bolton to replace service 273 which is withdrawn.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>There is no impact on the subsidised services budget.</p>
<p>BY</p>	<p>B2</p> <p>Bury - Fernhill - Chesham - Walmersley - Nangreaves</p> <p><i>Transdev Rosso</i></p>	<p>This service currently provides an hourly Monday – Saturday daytime service.</p> <p>It was reported at the 19 November Committee meeting that a revised timetable would be introduced which adds a two hourly Sunday daytime service. In addition, it is now proposed that a single evening journey is added at 2110 from Bury to Nangreaves and return.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>There is no impact on the subsidised services budget.</p>
<p>OM MR SD</p>	<p>52</p>	<p>The last two trips on Sunday evening in each direction are operated under tender to TfGM, currently 2240 Salford to Failsworth, 2340 Salford to Cheetham Hill, and 2140 and 2240 Failsworth to Salford.</p>

	<p>Trafford Centre – Eccles – Cheetham Hill – Failsworth</p> <p><i>Go North West</i></p>	<p>Following retender, award of a contract to retain all of these journeys would have exceeded the cost per passenger threshold of £4. It is therefore proposed that the 2240 Salford to Failsworth is terminated at North Manchester General Hospital and the 2340 Salford to Cheetham Hill is withdrawn, which will bring the cost per passenger below the £4 threshold.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
OM	<p>411</p> <p>Oldham - Derker</p> <p><i>Operator tbc</i></p>	<p>At the November committee changes to service 402 were reported that resulted in the withdrawal of that service between Oldham and Derker.</p> <p>New service 411 is proposed to replace the 402 between Oldham and Derker and will run hourly between 0630 and 1900 on Mondays to Saturdays from Oldham Bus Station via Cheapside, St Mary's Way, Egerton Street, Shaw Road, Yates Street, London Road, Sydenham Street, Stoneleigh Street, Abbotsford Road, Vulcan Street, Thackeray Road, Whetstone Hill Lane, Shelley Road to Derker Wordsworth Road.</p> <p>Four Sunday trips at two hourly intervals will also be provided.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>R3, R13</p> <p>Rochdale - Town Head - Shawclough - Whitworth - Wallbank</p> <p><i>Transdev Rosso</i></p>	<p>The Sunday daytime service on this service is operated under tender to TfGM.</p> <p>A revised timetable is proposed which adds a daily hourly evening service numbered R3 between Rochdale and Healey Corner up to the last bus from Rochdale at 2300. These journeys will run from Rochdale via Whitworth Road and Shawclough Road, returning from Healey Corner via Shawclough Way, Shawclough Road and Whitworth Road.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p>

		There is no impact on the subsidised services budget.
OM MR RE	159 Middleton - Failsworth - Woodhouses - Chadderton - Oldham Stotts	<p>This service provides an hourly daytime service.</p> <p>A revised route is proposed so that between Greengate and Middleton buses will run via Alkrington via Mainway East, Lincoln Road, Evesham Road, Kirkway, Mainway and Manchester New Road replacing the 125 on this section (the change to the 125 was reported to the November committee).</p> <p>Greenhill Road, Birchwood Road and Kenyon Road are within 640m of frequent services 112 and 59 on Grimshaw Road and Oldham Road.</p> <p>Members are asked to approve this recommendation which would be effective from 30th January 2022.</p> <p>There is no impact on the subsidised services budget.</p>
WN	590 Leigh - Lowton Common - Lowton - Pennington circular Warrington	<p>This service provides an hourly daytime service between Leigh and Lowton.</p> <p>As a result of complaints arising from the way in which the Elm Tree and Kings Avenue estate loops are only served towards Leigh town centre, a revised timetable is proposed so that these loops are served on journeys from Leigh town centre. This is because it will be more beneficial for the customer to operate into the estates on the outbound journeys as customers are more likely to have shopping and are less likely to be wishing to walk to/from the main road than on the inbound journey.</p> <p>Members are asked to approve this recommendation which would be effective from 30th January 2022.</p> <p>There is no impact on the subsidised services budget.</p>
BN WN	516 Leigh - Atherton - Westhoughton - Four Gates - Horwich Diamond/ Vision Bus	<p>This evening journeys and Sunday daytime service are operated under tender to TfGM.</p> <p>As a result of the changes to the commercial journeys reported at the November committee meeting, the tendered journeys are revised to operate via Brazley between Lostock and Horwich to both match the daytime journeys and provide a new evening and Sunday bus service linking Brazley to Middlebrook and Horwich.</p>

		<p>Members are asked to approve this recommendation which would be effective from 30th January 2022.</p> <p>There is no impact on the subsidised services budget.</p>
TD	<p>Partington Local Link <i>Nexus</i></p>	<p>This service currently runs Monday to Saturday, 5am to midnight and Sundays 5am to 10pm.</p> <p>Following a review of the existing bus network the revised service will operate Monday to Friday, 5am to 08.30 and 18.30 to midnight. Sundays will operate from 5am to 10pm. Daytime journeys will be removed due to the strong bus network during the day. Evenings and Sundays will be retained and strengthened to ensure there are two vehicles available at all times to support the changes as noted under Service 280 above.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE OM	<p>Middleton and Heywood Local Link <i>Nexus</i></p>	<p>This contract currently covers two Local Link services Middleton and Heywood areas, with vehicles deployed flexibly between the two areas. Key destinations include industrial estates, North Manchester General Hospital and Fairfield Business Park. At certain times of the day the Middleton service also serves Kingsway Business Park.</p> <p>From April 2022, the Kingsway element of the service will be withdrawn due to the R7 service which will operate from 5am from Middleton Bus Station and serves Kingsway Business Park to meet shift times.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

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Greater Manchester Transport Committee – Work Programme

January 2022 to March 2022

The table below suggests the Committee's work programme from January 2022 to March 2022.

Members are invited to further develop, review and agree topics which they would like to consider. The work programme will be reviewed and updated regularly to ensure that the Committee's work remains current.

The key functions of the Committee are –

- **Accountability:** active and regular monitoring of the performance of the transport network, including the Key Route Network, the operation of the GM Road Activities Permit Scheme, road safety activities, etc as well as all public transport modes. This role will include holding service operators, TfGM, highway authorities and transport infrastructure providers to public account, and to recommend appropriate action as appropriate;
- **Implementation:** oversee the delivery of agreed Local Transport Plan commitments. This includes the active oversight of the transport capital programme, and decisions over supported bus services network to be made within the context of policy and budgets set by the Mayor and the GMCA as appropriate; and
- **Policy Development:** undertake policy development on specific issues, as may be directed by the Mayor and / or the GMCA

January 2022

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Bus Services Sub Committee	Changes to the Bus Network and Review of Subsidised Bus Services Budget	Alison Chew and Nick Roberts, TfGM	To note forthcoming changes to the bus network and to review and make decisions relating to supported bus services within the context of policy and budgets set by the Mayor and GMCA as appropriate.	Implementation
	Update from Operators	All Operators	To inform the Committee of the latest challenges, issues and achievements across the bus network.	Accountability
Metrolink & Rail Services Sub Committee	Metrolink Performance Report	Daniel Vaughan	To review overall performance of Metrolink.	Accountability
	Rail Performance Report	Simon Elliott	To review performance across the rail industry.	Accountability

February 2022

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Full Committee	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability
	BSIP and CRSTS Update	Steve Warrener / Stephen Rhodes	To update members on the outcomes of the Bus Service Improvement Plan and City Region Sustainable Transport Settlement bids and priorities for implementation across GM.	Implementation
	GM WRAPS (Road Activity Permit Scheme)	Peter Boulton, TfGM	To provide an update to members on the current arrangements for the GM WRAPS scheme.	Accountability
	Annual Progress Report of the 2040 Greater Manchester Transport Strategy	Simon Warburton, TfGM	To update Members on progress against the Greater Manchester Transport Strategy	Accountability

March 2022

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Bus Services Sub Committee	Changes to the Bus Network and Review of Subsidised Bus Services Budget	Alison Chew and Nick Roberts, TfGM	To note forthcoming changes to the bus network and to review and make decisions relating to supported bus services within the context of policy and budgets set by the Mayor and GMCA as appropriate.	Implementation
	Bus Performance Report	Stephen Rhodes, TfGM	To provide an overview of bus services since the last subcommittee meeting.	Accountability
	Update from Operators	All Operators	To inform the Committee of the latest challenges, issues and achievements across the bus network.	Accountability
Metrolink & Rail Services Sub Committee	Metrolink Performance Report	Daniel Vaughan	To review overall performance of Metrolink.	Accountability
	Rail Performance Report	Simon Elliott	To review performance across the rail industry.	Accountability
	Rail Programme and Infrastructure Project Update	Simon Elliott	To receive an update on the status of rail stations across Greater Manchester	Implementation

March 2022

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Full Committee	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability
	Shared Mobility Strategy			
	TravelSafe Partnership Annual Update	Lucy Kennon, TfGM	To update the Committee on the work of the TravelSafe Partnership over the last year, and priorities going forward.	Accountability

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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