

DECISION NOTICE

(RECORDING OF DECISIONS MADE BY INDIVIDUALS)

1. Decision Summary:

<b>Decision Maker</b> Eamonn Boylan	<b>Date of Decision</b> 27.05.20
<b>Date Decision Published</b> 27.05.20	<b>Date Decision will come into force</b> 27.05.20
<b>Subject:</b> The reinstatement of of supported services which have previously been rationalised in response to the changing demands on the network during the Covid-19 pandemic.	
<b>Reason for urgent decision:</b> During the first weeks of the lockdown period TfGM officers reviewed the supported bus network and identified appropriate reductions in services to reflect the significant reduction in demand for services, whilst protecting services required for essential travel. In line with the planned ramp up of commercial bus services it is now considered appropriate to start the process of reinstating service frequencies to their previous levels.	

**Type of Decision: Non Mayoral or Mayoral Decision Made by Officers**

2. Details of the Decision:

<b>The decision is that:</b>
Service frequencies are restored in a co-ordinated and consistent manner with regard for wider considerations, meaning the reinstatement of subsidised services from 15th June.
<b>The reasons for the decisions are:</b>
See above 'reasons for urgent decision'.

### Alternative options considered and rejected when making the decision:

- Reinstating earlier than the 15<sup>th</sup> June – rejected due to:
  - i) **Customer information:** Using a single date in mid-June, where possible, will help TfGM provide clear and simple information to the public on when services are being restored to previous frequencies, whilst providing sufficient time to produce and distribute the required information;
  - ii) **Market characteristics:** The subsidised network by nature does not serve major routes into economic centres, where demand might first start to increase going forward. Additionally, supported services carry a high proportion of concessionary pass holders which is a vulnerable group and expected to continue to isolate. Consequently, it is not anticipated that there will be a rapid increase in demand, with improved commercial service frequencies restoring many of the required links, while supported services identified as serving key locations, such as hospitals, were not rationalised.
  - iii) **Operators' ability to mobilise services:** Operators have indicated that they will require a minimum of two weeks' notice before services are reinstated to allow for the appropriate notice to be given to their workforce, while there may be on-going resource issues as a result of public health advice. It is considered appropriate for them to initially concentrate on building up the core network and using available resource to provide sufficient capacity to facilitate social distancing. Any flexibility required by operators due to resource availability issues would be discussed and agreed on an individual basis.
  - iv) **Environment:** Given TfGM's commitment to Clean Air, there is a reputational risk of having significant numbers of empty buses operating on the network. These timescales allow time for better monitoring of services which do not demonstrate an increase in levels of demand.
  - v) **Government Guidance:** Whilst there have been some changes, the Government guidance remains for residents to work at home where they can and only travel on public transport if absolutely necessary. However, in terms of the likely opening of additional retail and also the return of some schools during June, the re-instatement of subsidised services from 15<sup>th</sup> June is considered appropriate.
  
- Retaining rationalised network – rejected as although the Government guidance has not changed, (i.e. residents should work at home where they can and only travel on public transport if absolutely necessary), social distancing measures will mean that the capacity available across the network will be significantly reduced.

<p><b>List Non-confidential reports</b>  Reports to be considered that can be made available to the public</p>
<p>Reinstatement of the Bus Network – 27 May 2020</p>
<p><b>List Confidential reports</b>  Reports to be considered which contain confidential or exempt information</p> <p>N/A</p>

**3. Conflict of Interest:**

<p><b>Record of any conflict of interest declared by any Member who is consulted by the member or officer which related to the decision:</b></p>
<p>N/A</p>
<p><b>Dispensation granted by the Head of Paid Service in respect of any conflict of interest declared:</b></p>
<p>N/A</p>

**4. Register of Key Decisions:**

Register of Key Decisions Reference	N/A
Or if not published in the Register of Key Decisions - Reasons for general or special urgency such that it was not published in the Register of Key Decisions	Emergency changes to the subsidised bus network to reflect changed demands on the network due to the Covid-19 pandemic.

**5. Scrutiny Call In:**

Call-in deadline	4pm on
Or if Exempt from Call-in explain how any delay would seriously prejudice the legal or financial position of the GMCA or the Constituent Councils, or the interests of the residents of Greater Manchester	
Scrutiny Chair who agreed the urgency	Cllr John Walsh Chair of Housing, Planning and Environment

**6. Signature of Decision Maker/s:**

Chief Executive Office, GMCA & TfGM




Signed: .....  
.....

Date: .....28<sup>th</sup> May 2020.....

Signed: .....

Date: .....

**7. For delegated decisions which are to be made in consultation with others please include:**

Name/s of politician/s or Officer/s who must be consulted (if any)	Consultee signature: by signing this decision notice you confirm that you have been consulted on this decision
Cllr Mark Aldred	

**NOTE:**

Both Mayoral and Non Mayoral Decisions made by Officers will be available for public inspection at the GMCA's offices and on the GMCA's website.