

Bee Network Motion- Amendment

Moved by Councillor Lewis Quigg

Seconded by Councillor Max Woodvine

In August 2022, Greater Manchester became the first major city outside of London to introduce a cap on bus fares, prices for adults were capped at £2 a journey or £5 a day, and £1 for journey or £2.50 a day for children under 16.

Oldham was chosen to host the launch of the Tranche 2 bus franchising area in March 2024 and four months later we hosted a visit from the ~~new~~ former Secretary of State for Transport **Louise Haigh**. On both occasions we were able to showcase our new space in the Spindles, the relocated, integrated TfGM Travelshop and the fully electrified bus depot at Mumps.

The upcoming network review in Oldham is a real opportunity to affect change on future bus services in Oldham. As an example, Bolton and Wigan have seen services reintroduced and new all-night services introduced to serve the night-time economy and large employment sites such as Bolton Hospital being served through the night.

The Mayor of Greater Manchester announced that due to the Bee Network model, which relies on low fare, high patronage system like in London, that Greater Manchester will continue with the £2 bus fare until the end of 2025, subject to a mid-year review to ensure that it is still financially viable.

This Council notes:

- The per-kilometre cost of Bee Network contracts are on average one third cheaper than previous tenders under the ~~previous operating~~ **deregulated** system
- ~~Control of~~ Under the new Franchising system, buses are controlled by the Greater Manchester Combined Authority (GMCA), which sets the routes, frequencies, tickets and standards, and the private operators are only able to provide services under contract to TfGM. Greater Manchester's ~~buses~~ services are run to provide the best value to taxpayers which should means that profits from rising patronage of buses will be re-invested into the service and for the benefit of residents. ~~rather than going into the pockets of shareholders~~
- Control of the system means that we can help residents in other ways, such as offering an annual Bee Network bus pass through Oldham Credit Union, cutting the cost of bus travel by around £5 a week.
- That the Bee Network ~~needs to be a first-class public transport system that is self-sustaining and works for~~ **has been a success for** Oldham's commuters, ~~ensuring that they so they~~ are able to get to work or school on time for less money than under the ~~previous operating~~ **deregulated** system.

This Council resolves to:

- Continue to work alongside our Greater Manchester partners, including the GMCA, Transport for Greater Manchester and the other 9 GM authorities to ensure that decisions made around public transport are focused on improving the ~~resident experience.~~ **reliability of public transport in Greater Manchester.**

- Engage pro-actively with the Network Review in early 2025, ensuring that all residents voices are heard in the process.
- That the Council will monitor the financial resilience of TfGM so that it does not require any increase in higher taxation from residents to further subsidise services.
- Write immediately to TfGM to:
 - Ask for an immediate review of the 182/181 Bus Service as residents have complained of 2-hour journeys to get from Manchester to Chadderton/ Royton/Shaw and vice versa.
 - That the 409 Bus Service which is one of longest serviceable routes in Greater Manchester is closely monitored due to residents facing delays between services.
 - That they provide clarification on why trackers on the Bee Network App according to some passengers being switched off when a bus is running late.
 - Confirm the dates for public consultations regarding any improvements along the Rochdale-Oldham-Ashton bus corridor.

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