

DELEGATED

Oldham Town Centre Shuttle Bus – service continuation

**Report to: Elaine McLean
Executive Director of Neighbourhoods**

Portfolio Responsibility:
Cllr D Hibbert
Cllr S Akhtar

22 February 2013

Officer Contact: Joanne Betts
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Purpose of Report

To seek approval to the continuation of the Oldham Metroshuttle Bus Service contract (by Transport for Greater Manchester) for a further year beyond 26th January 2013 and to seek approval to Oldham Council's financial contribution to the cost of the service.

Recommendations

- To agree that TfGM be instructed to continue the contract for the Oldham Metroshuttle bus service beyond 26th January 2013 for a further year to transport passengers from the Oldham Mumps stop into the town centre whilst the Metrolink 3B line through the town centre is under construction.
- To approve Oldham Council's financial contribution to that service of £60,179 (75% of the total cost).

Oldham Metrolink Shuttle Bus – service continuation

1 Background

- 1.1 Metrolink line 3a from Manchester to Oldham Mumps temporary stop opened on Wednesday 13th June 2012. The 3B extension into the town centre is due to open in 2014, providing new stops at Oldham Central (Union Street), Oldham King Street and Westwood.
- 1.2 A new Metroshuttle bus service was launched in Oldham Town Centre on 30th July 2012 to transport Metrolink passengers from the temporary Oldham Mumps stop into the town centre, prior to the completion of the 3B line in 2014. It is branded as a 'shopper service'. This is being jointly funded by Oldham Council (75%) and TfGM (25%).
- 1.3 The service is free of charge to all passengers and runs seven days a week on a 20 minute frequency. The first bus leaves Mumps Victoria Street at 9:40, the last one ends there at 16:28. The bus is fully accessible to disabled people, including wheelchair users. The service was received positively and has been well used. Between 30th July 2012 and 6th January 2013 the service has carried over 16,000 passengers (16,681 to be precise), an average of 725 passengers per week, peaking at 908 during week commencing 12th November due to the start of late night Christmas shopping hours and the Christmas lights switch-on.
- 1.4 Manchester Community Transport has been running the service following a tender exercise carried out by Transport for Greater Manchester (TfGM). The initial contract was let for 6 months with the facility for it to be extended if desired.
- 1.5 A mid-term review of the service was undertaken by Oldham Members and officers, TfGM officers and Manchester Community Transport. This resulted in a number of service improvements being introduced in October 2013 including:
- a larger, eco-friendly bus – the service now uses one of Transport for Greater Manchester's own electric-diesel hybrid vehicles which has a lower environmental impact than a standard bus;
 - a more frequent service - increasing from a 30 minute frequency to a 20 minute one (departing from Oldham Mumps every 20 minutes between 9.40am and 4.30pm, seven days a week);
 - an extra stopping point on Lees Road; and
 - new waiting shelters for passengers at the Mumps Victoria Street stop.
- 1.6 TfGM also funded an extension of the service to coincide with extended shopping hours in the town centre in the run up to Christmas 2012.

2 **Current Position**

- 2.1 The current 6-month contract ends on the 26th January 2013 and the service would cease to operate unless that contract is extended.
- 2.2 Oldham Members/senior officers and TfGM officers have reviewed the service in discussion with the operator and all parties have agreed that the current 6 month contract should be extended to run until the Metrolink 3B route is open through the town centre. However, as the exact completion date for the Metrolink 3B route is not yet known, the proposal is to extend the service for a further year to January 2014 and then review the situation. The route would remain unchanged and is shown on the map in Appendix 1 (subject to any temporary diversions required for Metrolink roadwork purposes).
- 2.3 The operator has agreed to provide the service for a further year at the same cost, making the total cost of the service for a full year £80,238. It is proposed that the funding arrangement remain the same, with Oldham Council contributing 75% of the service cost and TfGM 25%. Under the existing funding arrangement, Oldham Council would pay £60,179 (75%) and TfGM would pay £20,059. TfGM would also meet the cost of producing and distributing all publicity material such as timetable leaflets and stop displays.
- 2.4 Following the increase to a 20 minute frequency, at times the service has experienced some difficulties in keeping to the timetable due to roadworks and congestion at certain times of the day. TfGM have discussed this with the operator and Oldham Council Members/officers and the solution agreed by all to address the problem with minimum dis-benefit to passengers is to curtail two journeys at Oldham Bus Station. This would allow time for the driver to use the facilities at the bus station as well as to catch up time if the service is operating late. This will be introduced into the contract from Monday 28th January 2013, advertised to passengers on all publicity material and kept under review.

3 **Options/Alternatives**

- 3.1 There are 2 options:
- Option A – do not enter into an agreement with TfGM to extend the current Metroshuttle contract beyond 26th January 2013.
 - Option B – enter into an agreement with TfGM to continue the current Oldham Metroshuttle contract and retain the Metroshuttle service which would otherwise end on 26th January 2013.

4 **Preferred Option**

- 4.1 The preferred option is option B, to enter into agreement with TfGM to extend the existing contract so that the service continues to run as a shopper service on a 20 minute frequency, 7 days a week.

5 Consultation

- 5.1 Councillors Hibbert and Akhtar (responsible for Transport and the Town Centre respectively) have been consulted along with senior officers at Oldham Council. TfGM have also consulted with the operator, Manchester Community Transport. All parties are supportive of the proposal and the preferred option.

6 Financial Implications

6.1 Revenue Implications

		Oldham Council	Transport for Greater Manchester	Total
		75%	25%	
		£'000	£'000	£'000
Shuttlebus – 12 months (Feb 2013-Jan 2014)		60.18	20.06	80.24
Total expenditure		60.18	20.06	80.24
Funded by:				
Oldham Council resources:	2012-13	(10.03)		(10.03)
	2013-14	(50.15)		(50.15)
Transport for Greater Manchester:			(20.06)	(20.06)

- 6.2 The proposed will be revenue expenditure for Economy, Place & Skills Directorate, Strategic Transport budget, cost centre 40030.
- 6.3 Transport for Greater Manchester (TfGM) will invoice Oldham Council for 75% of costs for the Shuttlebus to be paid on monthly basis.
- 6.4 The total expenditure of £60.18k will be met from budgets within cost centre 40030. As payments will be made over a twelve month period, £10.03k will be met within the 2012-13 budgets and a further cost of £50.15k will be incurred in 2013-14.
- 6.5 Oldham Council will only be liable for 75% of the costs up to a maximum of £60.18k for the Shuttlebus. This will be detailed within the Financial agreement between TfGM and Oldham Council.

6.6 Any extension of this service past 12 months will be subject to a further report.

6.7 Capital Implications

6.8 There are no capital implications associated with this report.

(Mike Ward/Sadrul Alam)

7 Legal Services Comments

7.1 Under section 9 of the Transport Act 1968 the Council (as a district comprised in a county which is coterminous with an integrated transport area) has the power to enter into and carry out agreements with the Greater Manchester Combined Authority (which is the successor to the integrated transport authority for Greater Manchester), Transport for Greater Manchester (which is the Passenger Transport Executive for Greater Manchester) and any subsidiary of Transport for Greater Manchester, for the giving of assistance by the Council to those bodies by making available to them any services or facilities provided by, or any property of, the Council. (A Evans)

8 Human Resources Comments

8.1 N/A

9 Risk Assessments

9.1 No comments supplied.

10 IT Implications

10.1 None

11 Property Implications

11.1 None

12 Procurement Implications

12.1 There are no procurement implications as the Council is not procuring anything with this arrangement. TFGM will procure under their own guidelines which conform with the council's rules and regulations. Nicola Spence

13 Environmental and Health & Safety Implications

13.1 The service will comply with health and safety regulations, as specified in the TfGM tender. The service uses a low carbon emission vehicle (an electric-

diesel hybrid vehicle) which has a lower environmental impact than a standard bus.

14 Equality, community cohesion and crime implications

14.1 The service provided will be open to all members of the general public and the vehicle will be low floor and fully wheelchair accessible.

15 Equality Impact Assessment Completed?

15.1 N/A.

16 Key Decision

16.1 No

17 Forward Plan Reference

17.1 N/A

18 Background Papers

18.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

- Delegated Moderngov report 'Oldham Town Centre Shuttle Bus' reference D1016, 16 July 2012.

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19 Appendices

19.1 APPENDIX A: Indicative Route for Metrolink Shuttle Bus (Mumps – Oldham Town Centre Loop)

DELETE IF CABINET DECISION	
Signed <u>Elaine McKeon</u> Executive Director	Dated <u>7/3/13</u>

APPENDIX A

Indicative Route for Metrolink Shuttle Bus (Mumps – Oldham Town Centre Loop)



