

GREATER MANCHESTER TRANSPORT COMMITTEE BUS SERVICES SUB COMMITTEE

DATE: Friday, 6th August, 2021

TIME: 10.30 am

VENUE: Council Chamber, Manchester Town Hall (Mount Street entrance)

AGENDA

1. **Apologies**
2. **Appointment of Chair and Vice Chair**

To note that the GM Transport Committee at its meeting on the 18 June appointed Cllr Roger Jones as Chair and Cllr Warren Bray as Vice Chair of the Bus Services Sub Committee.

3. **Membership of the Sub Committee for 2021-22**

To note the membership of the GMTC Bus Services Sub Committee for 2021/22 as follows –

Members	Representing	Political Party
Councillor Roger Jones	Salford Council	Labour
Councillor Warren Bray	Tameside MBC	Labour
Councillor Kevin Peel	Bury Council	Labour
Councillor Naeem Hassan	Manchester City Council	Labour
Councillor Mark Aldred	Wigan Council	Labour
Councillor Phil Burke	Rochdale Council	Labour
Councillor Barry Warner	Salford Council	Labour
Councillor David Meller	Stockport MBC	Labour
Councillor Nathan	Trafford Council	Conservativ

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

Please note that this meeting will be livestreamed via www.greatermanchester-ca.gov.uk, please speak to a Governance Officer before the meeting should you not wish to consent to being included in this recording.

Evans		e
Councillor Jackie Harris	Bury Council	Conservative
Councillor John Leech	Manchester City Council	Liberal Democrat

4. Chairs Announcements and Urgent Business

5. 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 least 48 hours before the start of the meeting.

6. Minutes of the GMTC Bus Services Sub Committee meeting held 12 March 2021 5 - 10

To consider the approval of the minutes of the meeting held 12 March 2021.

7. Update from Operators

To receive a verbal update from all bus operators.

8. Bus Back Better: National Bus Strategy Bus Services Improvement Plan - Greater Manchester's Approach 11 - 20

Presentation of Stephen Rhodes, Customer Director, TfGM.

9. Changes to the Bus Network and Review of Subsidised Bus Services Budget 21 - 52

Report of Nick Roberts, Head of Services & Commercial Development, TfGM.

10. GMTC Work Programme 53 - 58

To consider the work programme for the Greater Manchester Transport Committee and its sub committees.

11. Dates and Times of Future Meetings

To note future meeting dates for the Sub-Committee as follows –

- 01.10.21
- 19.11.21
- 21.01.22
- 18.03.22

12. 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.

13. Changes to the Bus Network and Review of Subsidised Bus Services Budget

59 - 62

Report of Nick Roberts, Head of Services & Commercial Development, 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: Governance & Scrutiny
✉ Nicola.ward@greatermanchester-ca.gov.uk

This agenda was issued on 29 July 2021 on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street, Manchester M1 6EU

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GMTC Bus Services Sub-Committee on 6 August 2021

Declaration of Councillors' interests in items appearing on the agenda

NAME: _____

Minute Item No. / Agenda Item No.	Nature of Interest	Type of Interest
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary

PLEASE NOTE SHOULD YOU HAVE A PERSONAL INTEREST THAT IS PREJUDICIAL IN AN ITEM ON THE AGENDA, YOU SHOULD LEAVE THE ROOM FOR THE DURATION OF THE DISCUSSION & THE VOTING THEREON.

QUICK GUIDE TO DECLARING INTERESTS AT GMCA MEETINGS

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:

- Bodies to which you have been appointed by the GMCA
- 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:

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

If the answer to that question is 'No' – then that is the end of the matter. 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 PREJUDICIAL?

A personal interest becomes a prejudicial interest:

- where the well being, 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.
- 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**

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

TO NOTE:

- You may remain in the room and speak and vote on the matter
- 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**

- Notify the governance officer for the meeting as soon as you realise you have a prejudicial interest (before or during the meeting)
- Inform the meeting that you have a prejudicial interest and the nature of the interest
- Fill in the declarations of interest form
- Leave the meeting while that item of business is discussed
- 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

Agenda Item 6

MINUTES OF THE VIRTUAL MEETING OF THE GREATER MANCHESTER BUS SERVICES SUB-COMMITTEE HELD ON FRIDAY 12 MARCH 2021 AT 10:30AM VIA MICROSOFT TEAMS

PRESENT:

Councillor Roy Walker	Bury Council
Councillor John Leech	Manchester City Council
Councillor Angeliki Stogia	Manchester City Council
Councillor Phil Burke	Rochdale Council
Councillor Roger Jones	Salford City Council
Councillor David Meller	Stockport MBC
Councillor Warren Bray	Tameside MBC
Councillor Nathan Evans	Trafford Council

OFFICERS IN ATTENDANCE:

Alison Chew	Interim Head of Bus Services, TfGM
Stephen Rhodes	Customer Director, TfGM
James Lewis	Section Manager, Services Planning, TfGM
Nick Roberts	Head of Services & Commercial Development, TfGM
Martin Shier	Bus Partnerships Delivery Manager, TfGM
Gwynne Williams	Deputy Monitoring Officer, GMCA
Nicola Ward	Senior Governance & Scrutiny Officer, GMCA

ALSO IN ATTENDANCE:

Adam Clark	Stagecoach
Alistair Nuttall	Arriva
Ben Jarvis	Stagecoach
Matthew Rawlinson	Diamond
Ian Humphreys	First
Lesley Adshead	Nexus Move
Nigel Featham	Go North West

GMTBSC 34/20 APOLOGIES

Resolved /-

That apologies be received and noted from Cllr Sean Fielding, GMCA.

GMTBSC 35/20 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

Resolved /-

1. That it be noted that there would be an additional meeting of the GM Transport Committee on Wednesday 24 March 2021.
2. That the Committee express its best wishes to Alison Chew, Head of Bus at TfGM as she

begins her maternity leave.

GMTBSC 36/20 DECLARATIONS OF INTEREST

Resolved /-

That there were no declarations of interest.

GMTBSC 37/20 MINUTES OF MEETING OF THE BUS SERVICES SUB COMMITTEE HELD 15 JANUARY 2021

Resolved /-

That the minutes of the meeting held 15 January 2021 be approved.

GMTBSC 38/20 UPDATE FROM OPERATORS

The Chair invited all bus operators to provide a verbal update on the key issues and developments over the past two months.

Comments included –

- Patronage had increased steadily over recent weeks and was currently c. 43-50% of pre-covid levels. During lockdown 3, passenger numbers were as low as 30% however, a further increase was anticipated after the easter period.
- Most operators were now operating c. 80-90% mileage.
- Uptake of services following the return of schools had been patchy.
- There were concerns regarding resourcing levels should those classified as clinically extremely vulnerable be required to remain at home post the end of March.
- Further timetable increases were planned by a number of operators in April as further lockdown eases were introduced.
- Performance remained good across the majority of the network and where there had been issues of congestion, duplicate services had been deployed.
- The union strike by Unite had commenced at the Go North West depot. Essential services were being maintained through sub contracted services to eleven local companies, all of which were covid secure and wheelchair accessible. A £1 standard fare was currently in place, with all concession passes still accepted. Work was underway with ACAS to find a solution to the dispute as soon as possible and ensure that there were no disruptions to passengers.

Members expressed concern as to the lack of information available at Bury Interchange regarding recent service changes, specifically in relation to new coloured buses provided by Go North West.

Resolved /-

1. That the updates from bus operators be noted by the Committee.
2. That the request for further signage regarding services at Bury Interchange be noted by

GMTBSC 39/20 RING AND RIDE PERFORMANCE UPDATE

Nick Roberts, Head of Services & Commercial Development, TfGM introduced a report which updated Members on the progress in relation to the delivery of Ring and Ride services by Greater Manchester Accessible Transport Ltd (GMATL), particularly regarding the impact of the Covid-19 pandemic. Due to the targeted client group, this service had seen a significant reduction in trips taken over the past year and had never recovered past 22% of normal levels. To support access to vaccination sites specifically, some of the conditions of use had been relaxed, expanding the radius of coverage and allowing anyone with a concessionary pass to request a journey.

As the country were coming out of lockdown, it was felt a timely opportunity for the service to be reviewed to determine what type of future demand would there be. Members felt that there was some anxiety in relation to leaving home especially within elderly and vulnerable communities which may result in a slow recovery for the Ring and Ride Service. It was suggested that potentially there were excess vehicles within the fleet which could be re-deployed. Officers informed the Committee that the procurement of additional vehicles had been on hold throughout the pandemic and would now be re-modelled as to the type and size of fleet required for the future service.

Looking at the wider picture, Members felt that the return of demand led services such as Ring and Ride should be considered within the context of public transport recovery and it would be imperative to have the right campaign messaging to encourage users back to the network at the appropriate time.

Members reported that at a recent rail conference, operators had indicated that passenger numbers would not recover back to normal levels for four years. This was concerning, however also reflected potential new working patterns and reduced overall demand. Therefore it was acknowledged that encouraging passengers back to the public transport network would be a long process and would need a joined up approach across all operators, Local Authorities and the Department for Transport.

Resolved /-

1. That the report be noted.
2. That it be noted that the procurement of additional fleet vehicles for Ring and Ride has been put on hold whilst further modelling is underway as to how the service may look in the future.
3. That a further report on the future of Ring and Ride be brought to a meeting of the GM Transport Committee in early 2021, however comments and suggestions from Members would be welcomed in advance of this.
4. That the Chair would raise the points made by Members at a meeting of the Ring and Ride Committee later today.

GMTBSC 40/20 FORTHCOMING CHANGES TO THE BUS NETWORK

James Lewis, Section Manager, Services Planning, TfGM took Members through the latest forthcoming changes to the bus network report.

Annex A

In addition to the commercial changes listed, there had been late notification of a change to the 130 service from Macclesfield to Handforth operated by D&G Buses who were extending their Monday-Friday daytime services to the Airport and Wythenshawe Hospital.

Annex B

There were no items in Annex B.

Annex C

There were proposed changes to services in the Standish area, services 640/641 operated by Stagecoach and supported by TfGM as a result of engagement with local councillors.

The Bolton Metroshuttle had been reviewed annually and due to a reduction in patronage had been requested to be withdrawn.

As a result of improvements to surrounding services, it had been requested that the Local Link service to Logistics North be removed, however this would be continually monitored.

In addition to those changes published, there were some further commercial adjustments anticipated for the Bolton area with no service reduction implications. However, local elected members would be briefed on these changes as appropriate.

Members suggested that alongside the review of the Ring and Ride service as discussed in the previous item, that a wider review of all demand-based services including Local Link and Metroshuttles be undertaken.

In relation to the changes proposed for the Rochdale area, Members thanked officers for advanced notice and the opportunity to discuss any implications. However, requested that further consideration be given to the first and last journeys of the 18 Service to ensure that the timings were in line with shift patterns at the Manchester Royal Infirmary.

On the issue of passenger confidence, Members questioned as to what actions were being undertaken by operators to address any concerns. The Committee were informed that there were ongoing conversations with the Department for Transport and other bodies regarding a concise post lockdown message to support people back to the public transport network. Future bus services funding announcements were anticipated over the next couple of weeks and therefore this conversation was anticipated to progress further following this and as restrictions begin to be lifted.

Many measures were already in place to ensure passenger safety when travelling on the bus network, including regular cleaning, social distancing, contactless payments etc and these would continue as lockdown was eased. It was anticipated that the Bus Strategy would now include elements in relation to covid that would offer a specific industry steer and some clarity on future funding.

Members expressed some concern as to the non-covid safe behaviour of pupils at Bury Interchange, specifically the use of face coverings and keeping a safe social distance and

urged for further interventions from TravelSafe officers.

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 be noted;
2. That it be noted that in addition to the report, there had been a late notification received in relation to service 130 which was a commercial service run by D&G Buses which would now be extended Monday-Friday daytime to the Airport and Wythenshawe Hospital.
3. That it be agreed that no action is taken in respect of changes or de-registered commercial services as set out in Annex A;
4. That it be noted that there is no proposed action taken in respect of changes or de-registered commercial services as set out in Annex B; and
5. That it be noted that the Bolton Metroshuttle service had been withdrawn following annual reviews of patronage levels.
6. That TfGM would continue to review any impact of withdrawing the Local Link Service to Logistics North.
7. That it be noted that there was a further commercial adjustment anticipated in the Bolton area, which would not result in any service reduction. However, this would be consulted on with local members.
8. That the proposed changes to general subsidised services set out in Annex C be approved.
9. That a wider review of all demand responsive services be undertaken by TfGM in light of the recovery phases for the whole public transport network and reported back to the GM Transport Committee in due course.
10. That the GM Transport Committee receive a report as to the planned communications campaign to encourage people back onto the public transport network at a timely opportunity.
11. That the anticipated imminent publication of the Bus Strategy be noted and an update on future funding for the bus network be brought to a future meeting of the GM Transport Committee.
12. That Member's concerns regarding the lack of social distancing practice of school and college pupils at Bury Interchange be passed to TravelSafe officers.

GMTBSC 41/20 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 42/20 FORTHCOMING CHANGES TO THE BUS NETWORK

Resolved /-

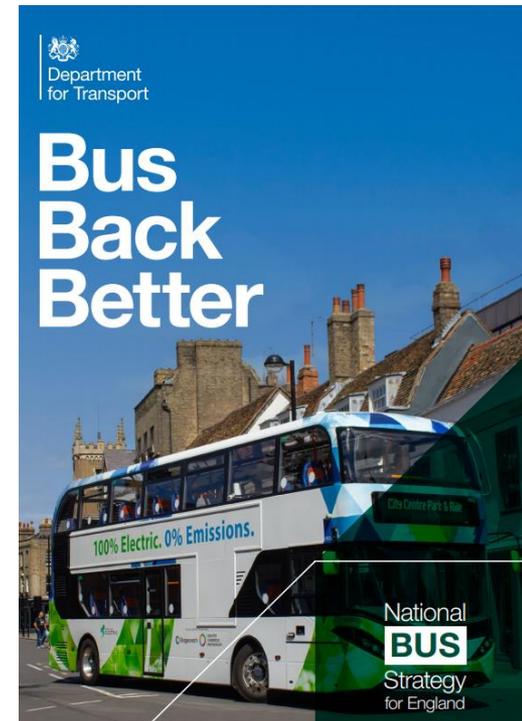
That the financial implications of forthcoming changes to the bus network be noted by the Committee.

Bus Back Better: National Bus Strategy Bus Services Improvement Plan Greater Manchester's Approach

Update to the GMTC Bus Services Sub Committee : 6th August 2021

Strategic Context

- Unlike rail, road, aviation, cycling, walking etc. there has not been until now a national strategy for buses, with long term funding commitments.
- On 15th March the DfT published the new national strategy for buses in England (outside of London).
- The key element of the strategy is to get more people travelling by bus:
 - Stage 1 – Get patronage back to pre-COVID-19 levels.
 - Stage 2 – Seek to increase patronage past pre-COVID levels.
- A key output from the National Bus Strategy is a Bus Service Improvement Plan (BSIP)



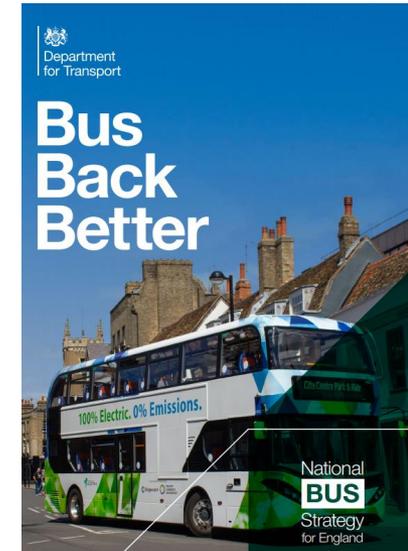


Key Output – A Bus Service Improvement Plan must be produced

Reminder of Strategic Context

- BSIP is an integral part and an early deliverable of Bus Reform and Franchising.
- Considered in the context of other local initiatives such as Local Bus Strategy / Streets for All Strategy / Clean Air Plan/ Transport Pipeline Development.

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BSIP – What does it Include?

Bus Reform (Franchise Development)

BSIP Development

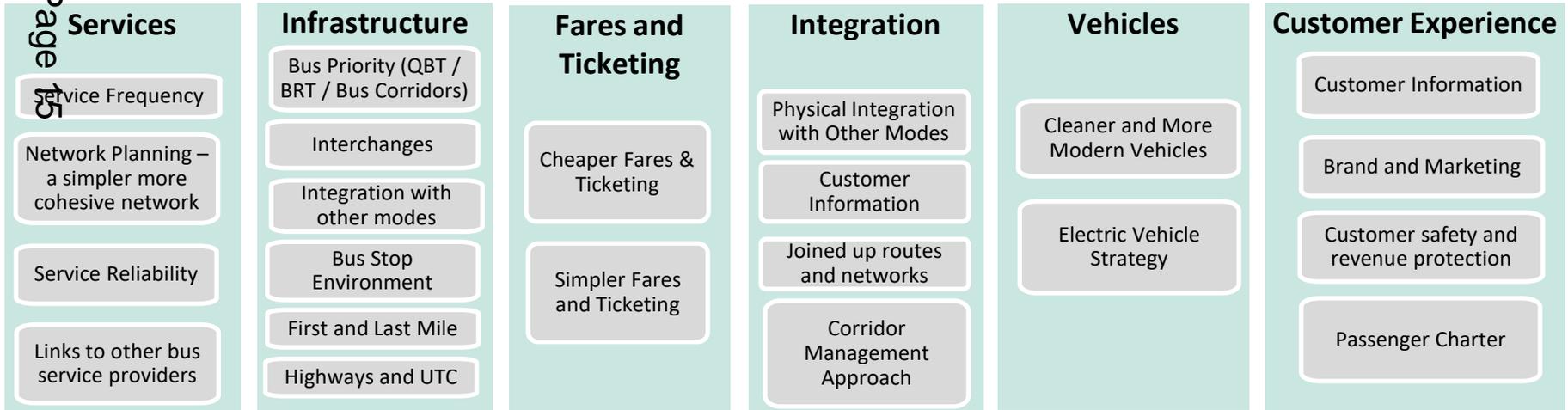
Current Situation – Our baseline, Our Track Record and Our Strategic Foundation (2040 and the Bee Network)

Our Overall Vision for Bus

Greater Manchester’s BSIP

Data Requirements – now and going forward – What is available / setting targets

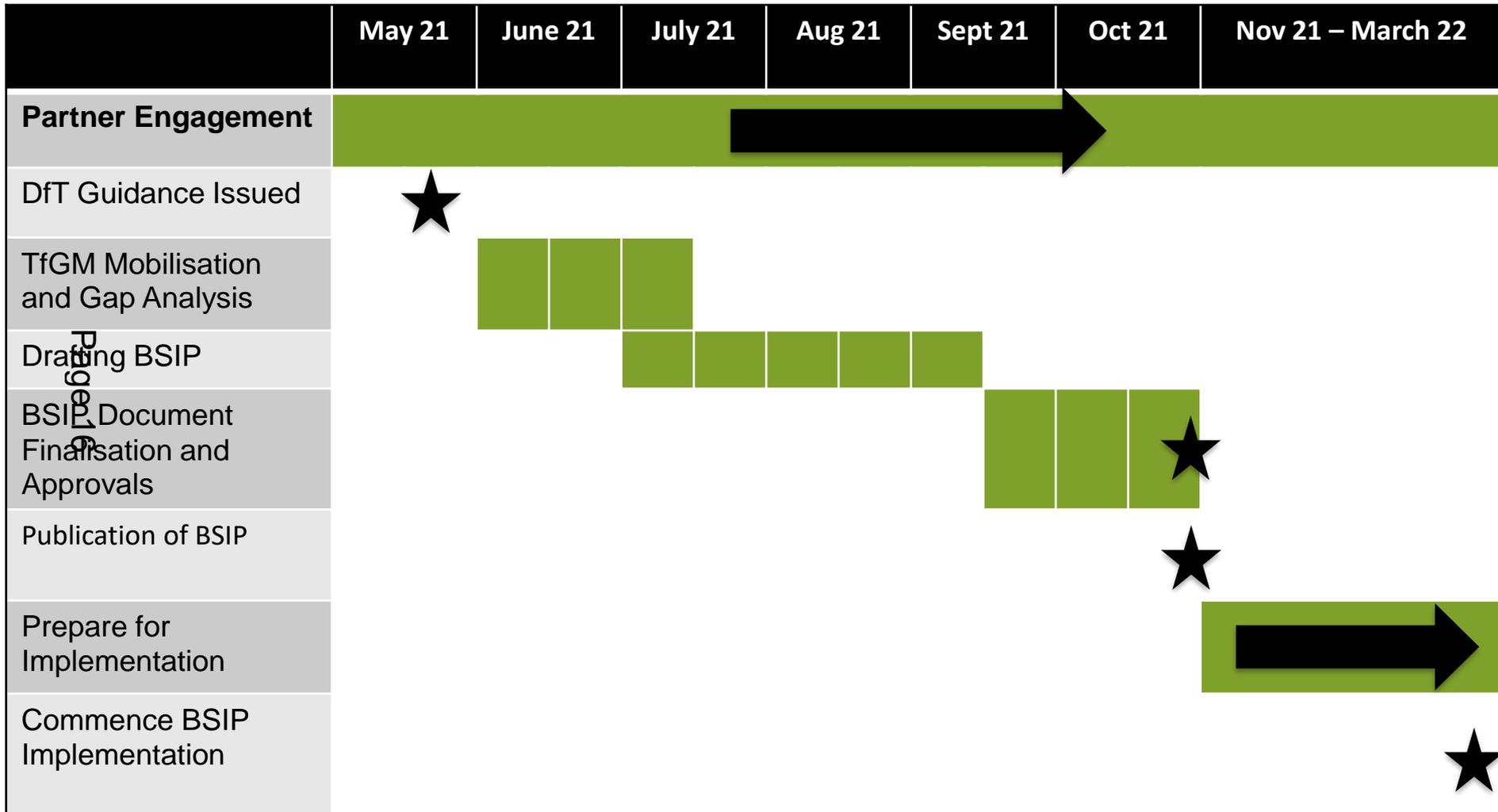
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What do we need to deliver BSIP?

Partner Engagement– Local Authorities / Bus Operators / Community / Businesses / Interest Groups

Timeline for the initial BSIP



★ Milestone

- **17th May** – Guidance published by DfT
 - **STEP 1 – 30th June** – advise Central Government of Enhanced Partnerships (EP) or Franchising (**Confirmation received from DfT that GM is not required to action**)
 - **October 29th GMCA approval of the BSIP**
 - **STEP 2 - 31st October** – publish and submit BSIP to Government
 - **STEP 3 – 31st March 22** – either EPS in place *or* following statutory processes to franchising - ready to receive funding and commence delivery of the BSIP
-

- Opportunity for GM to demonstrate what it has done previously in respect of bus and set and deliver **our vision** for the future from a bus perspective as to how we will serve customers.
- Opportunity to accelerate recovery from the Pandemic and build patronage contributing to right mix aims and objectives.
- Opportunity to promote bus as a mode and support / drive integration of the transport network.
- Opportunity to access funding for 22/23 and beyond (further guidance to be issued by DfT in the summer, but in the meantime a £3 bn funding allocation nationwide has been referenced)
- GM uniquely placed as the most advanced authority outside of London in progressing Bus Reform

-
- Time constraints – To achieve necessary approvals the BSIP needs to be ready by mid September)
 - Availability of Resource
 - Content of the document:
 - Need to marry up ambition with reality – given timescales and DfT guidance the document needs to be high level whilst still being able to demonstrate GM ambition and aspiration.
 - Need to be clear on what we need from others to deliver (funding / powers/ cooperation)
 - Need to keep relatively short (30-40 pages ideally)
 - Availability of data to meet requirements/expectations
 - Partner Engagement – timing and level of engagement (Operators/L/A's and Community and User Groups) – Letters of support required from bus operators
 - Emerging guidance from DfT about how this document will be used (to what extent it informs future funding)
 - Significant interfaces with lots of other GM / TfGM ongoing initiatives: Bus Reform; Clean Air Plan; Transport Pipeline Development/ Streets for All Strategy / Local Bus Strategy
-

Where are we now?

- Team now mobilised to develop BSIP
- Initial partner engagement is underway – operators and L/A's
- 'Strawperson' document developed so we can facilitate commencement of drafting work
- Gap analysis being undertaken to identify where we need any further technical input. This is particularly key in the area of data requirements

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Next Steps?

- Continue Partner Engagement – particular focus on operators
 - Continue developing the BSIP.
-

GREATER MANCHESTER TRANSPORT COMMITTEE BUS SERVICES

Date: 6th August 2021

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 included in the report: main report only

Comments/recommendations from Overview & Scrutiny Committee – n/a

BACKGROUND PAPERS:

Forthcoming Changes to the Bus Network report to the Greater Manchester Transport Committee, Bus Services Sub -Committee – 12th March 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?		n/a
GM Transport Committee	Overview & Scrutiny Committee	
n/a	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 three months to 30th June 2021.
- 2.2 Net expenditure on Subsidised Services is £0.3m 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 - June 2021				Budget 2021/22 £000
	Actual £000	Budget £000	Variance £000	Variance %	
General Network Costs					
General Bus Services	5,220	5,579	359	6.4%	24,497
Local Link	493	503	10	2.1%	2,367
Shuttles	455	495	40	8.1%	1,972
Sub-Total General Network	6,168	6,577	409	6.2%	28,835
Schools Services Costs	3,752	3,806	54	1.4%	14,447
Total – Subsidised Services costs	9,920	10,383	464	4.5%	43,282
General Network Income					
General Bus Services	904	1,115	(211)	(18.9%)	5,847
Local Link	40	22	17	77.4%	89
Shuttles	231	230	1	0.6%	914
Sub-Total General Network	1,175	1,367	(192)	(14.1%)	6,850
Schools Services income	1,440	1,428	12	0.8%	5,384
Total – Subsidised Services income	2,615	2,795	(180)	(6.4%)	12,234
Net Cost - Subsidised Services	7,305	7,588	284	3.7%	31,048

3 CHANGES TO COMMERCIAL SERVICES (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 Annex B to this report lists changes to commercial services and provides brief details of the implications of these changes, which officers believe are of sufficient importance 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
BN	575 Bolton – Lostock – Horwich	Diamond	Sunday daytime journeys between Bolton and Horwich have been extended from Horwich to Rivington as the result of funding from South East Lancashire Community Rail Partnership. This extension will run until Sunday 17 October. There are no changes to journeys run by Arriva.	11/04/21	n/a	n/a	No TfGM action
MR TE	X57 Manchester Airport – Oxford Road – Manchester – Glossop – Sheffield	Hulleys	This service has been extended from Chorlton Street to Manchester Airport on a limited stop basis between Chorlton Street and Fallowfield, then non-stop to the Airport. Buses will run broadly every two hours throughout daily, between 0600 and 2000	16/05/21	n/a	n/a	No TfGM action

			Monday to Saturday and 0900 to 2000 Sunday.				
RE	457 Rochdale – Littleborough – Shore – Stansfield	Transdev	Service extended from Littleborough to Shore and Stansfield to replace withdrawn service 588.	25/07/21	n/a	n/a	No TfGM action
BN BY	470 Bolton – Hawkshaw – Ramsbottom	Diamond	Three return journeys have been introduced on Wednesdays/Thursdays/Fridays/Saturdays/Sundays/Bank Holidays. These journeys have been timed to connect with the East Lancs Railway at Ramsbottom and will run until 6 th September 2021.	24/07/21	n/a	n/a	No TfGM action
BN BY RE	471 Bolton - Bury – Heywood - Rochdale	Diamond	Monday to Saturday daytime frequency reduced from 10 to 12 minutes due to staff shortages. It is expected that this service will revert to the normal frequency from 29/08/21.	24/07/21	n/a	n/a	No TfGM action
BN	580/581 Bolton — Logistics North – Royal	Vision	New circular services running from Bolton via St Helens Road, Logistics North and Royal Bolton Hospital to Bolton	25/07/21	n/a	n/a	No TfGM action

	Bolton Hospital – Bolton		as 580 and in the opposite direction as 581. Services will run every 30 minutes in each direction Monday to Saturday between 0500 and 2015 and every hour in each direction on Sunday between 0700 and 1915.				
RE	588 Rochdale – Littleborough – Shore – Stansfield	First West Yorkshire	Service withdrawn due to continued poor performance of the service and limited availability of drivers. Shore and Stansfield will be replaced by changes to service 457 (see above).	25/07/21	n/a	n/a	No TfGM action
WN	Haigh Woodland Wanderer Wigan – Aspull – Haigh Hall	Finches	New service operating Saturdays and Sundays until 31 October, August Bank Holiday Monday 30 August and Monday to Friday 25-29 October From Wigan at 1000 and hourly to 1500; From Haigh Hall at 1000 and hourly to 1500. Funded by Wigan MBC and the Community Rail Partnership.	31/07/21	n/a	n/a	No TfGM action

RE	587 Halifax – Ripponden – Littleborough – Rochdale	Yorkshire Tiger	The Yorkshire Tiger business has been sold by Arriva group to Transdev who will operate as Team Pennine. All Yorkshire Tiger journeys will be replaced by journeys run by Team Pennine. There are no changes to journeys operated by First West Yorkshire.	25/07/21	n/a	n/a	No TfGM action
WN	635 Wigan Infirmar y – Wigan – Shevington Vale – Wrightington Hospital	Diamond	The Monday to Saturday service will no longer operate to Wigan Infirmar y. This extension was introduced on a trial basis in January 2021, but passenger use has been lower than anticipated and congestion at Wigan Infirmar y is impacting negatively on the timetable.	29/08/21	Service 362	n/a	The route extension to Wigan Infirmar y was only introduced 31/01/21. No TfGM action
MR SD BY	X41 Manchester – Prestwich – Ramsbottom – Accrington	Transdev	Additional stops will be introduced on Bury New Road between Manchester and Prestwich. These are the stops which are not served by the 59 or 97/98.	29/08/21	n/a	n/a	No TfGM action

MR TE	X57 Manchester Airport – Oxford Road – Manchester – Hyde – Glossop – Sheffield	Hulleys	Most Monday to Saturday daytime journeys are diverted off the M67 to serve Hyde Bus Station with some extending from Manchester Airport Interchange to the Runway Viewing Park. This change reintroduces the link between Hyde and Hollingworth as requested by Local Councillors	05/09/21	n/a	n/a	No TfGM action
MR	X1 Ashbourne – Leek – Macclesfield – Manchester Airport	Hulleys	Existing Monday to Saturday daytime journeys on service X57 are extended south from Manchester Airport to Macclesfield, Leek and Ashbourne. Buses will be numbered X1 between Manchester Airport, Runway Viewing Park and Ashbourne, with through fares available into Manchester. One return journey on Summer Saturdays will also operate via Alton Towers.	06/09/21	n/a	n/a	No TfGM action

SD	VH2 Burgess Farm – Walkden	Diamond	Daily day-time service withdrawn. This service operated every 15 minutes and was started in June 2016 under contract to the housing developer. This funding has now ended.	26/09/21	n/a	n/a	The route of Service 29 was amended to run via Hilton Lane in January 2021 in anticipation of the end of the funding. No TfGM action
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SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX B

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BN	533 Bolton — Tonge Moor — Bromley	Diamond	New Monday to Saturday commercial service introduced running hourly 0600-1900	11/04/21	n/a	n/a	TFGM action required (see Annex C)

	Cross — Egerton		Monday to Friday and 0700-1900 on Saturday. This service replaces tendered provision.				
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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
SD	<p>66</p> <p>Eccles – Worsley – Swinton – Pendlebury - Prestwich</p> <p><i>Operated by Diamond</i></p>	<p>Subsidised service 66 currently operates hourly Monday to Saturday daytime and every two hours in the evening and on Sunday daytime.</p> <p>The operator has reported that they are experiencing punctuality issues with this and other Salford area timetables. A full review, of this and other services, has taken place and the extension to Prestwich Tesco (introduced in October 2020, when service 66 replaced service 484) has been highlighted as one of the causes of poor punctuality given the variable traffic congestion in Prestwich and the number of traffic lights on this section of route.</p> <p>Officers propose that the service once again terminates at Prestwich, Longfield Centre. This action will reduce mileage, allowing additional running time and layover to be introduced across the network and improve punctuality.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>There is no change to the Tendered Service Budget.</p>
SD	<p>79</p> <p>Pendleton – Salford Quays – Stretford</p> <p><i>Operated by Diamond</i></p>	<p>Subsidised service 79 currently operates hourly Monday to Saturday daytime and every two hours in the evening and on Sunday daytime.</p> <p>As noted above, the operator has reported that they are experiencing punctuality issues across their Salford area subsidised timetables.</p>

		<p>The peak service 79 has been particularly affected and officers propose the introduction of significant additional running time at peak times. Consequently, on weekdays the number of journeys in the evening peak will be reduced with one round trip removed allowing additional time to be distributed across the remaining journeys.</p> <p>In the afternoon peak buses will depart Pendleton at:</p> <p>1520, 1636, 1803, 1925 & 2125 (previously 1525, 1625, 1733, 1837, 1925, 2125)</p> <p>And Stretford at:</p> <p>1455, 1601, 1720, 1845, 1959, 2159 (previously 1501, 1605, 1706, 1813, 1913, 2001, 2201)</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>There is no change to the Tendered Service Budget.</p>
OM	<p>184</p> <p>Oldham – Grotton - Huddersfield</p> <p><i>Operated by First</i></p>	<p>This daily service currently operates hourly Monday to Saturday daytime between Oldham and Huddersfield.</p> <p>The subsidised evening and Sundays/Bank Holidays service operates hourly between Oldham and Grotton. A review of these journeys has been undertaken given the low patronage and the high cost per passenger with officers working with the operator on options to improve the service and its cross-boundary link.</p>

		<p>Officers are recommending the withdrawal of the Monday to Saturday 2127 from Grotton and its return journey, however the Monday to Saturday 2115 (currently 2105) from Oldham and its return journey would be extended to Marsden/Huddersfield. In addition, the hourly Sunday/BH service would be extended to Huddersfield every two hours instead of the commercial 84 service. The route extension beyond Grotton would be commercial.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>There is no change to the Tendered Service Budget.</p>
TD	<p>287 Altrincham – Bowdon - Bowdon Vale circular</p> <p><i>Operated by Little Gem (Goodwins)</i></p>	<p>Service 287 operates daily every hour. Health and safety concerns have been raised regarding buses regularly mounting the pavement in order to operate via Church Brow, despite the introduction of parking restrictions.</p> <p>Officers have explored options and are proposing to revise the route from Altrincham Interchange via Stamford New Road, Railway Street, Ashley Road, Langham Road, Bow Green Road as normal route via Bowdon Vale to Langham Road, then via Richmond Road, Stamford Road and reverse of existing route via The Firs, Cavendish Road, Delamer Road, The Downs, Railway Street, Stamford New Road to Altrincham Interchange. Church Brow and Talbot Road will no longer be served. Distance to the service less than 150 metres.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p>

		There is no change to the Tendered Service Budget.
TE	335 Ashton – Dukinfield – Denton - Dane Bank <i>Operated by Little Gem (Goodwins)</i>	<p>Service 335 currently operates Monday to Saturday hourly and every two hours evening and Sunday on short journeys to/from Denton, Ruskin Avenue. Representations were received from a local MP for the Monday to Saturday daytime route to be extended to better penetrate the Dane Bank area. In response officers liaised with the operator of the service and agreed the change.</p> <p>Towards Ashton the service operates via Windmill Lane, Thornley Lane South and will then continue and turn right on to Wilton Street, Granada Road, Windsor Road, Hulme Road then as normal route. The service will operate hail and ride along the new sections of route.</p> <p>Anson Road would no longer be served. The distance to the service for those affected is less than 280 metres.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>The financial implications are included under Part B.</p>
TE	336 and 337 Ashton – Smallshaw – Hazelhurst circular <i>Operated by Stagecoach</i>	<p>Circular services 336 and 337 both operate daily every hour. The operator has reported that they are experiencing reliability problems. In order to improve reliability, the services will be re-timed.</p> <p>Members are asked to approve the changes to these service with effect from 5th September 2021</p>

		There is no change to the Tendered Service Budget.
OM TE	<p>356</p> <p>Ashton – Mossley – Uppermill – Denshaw – Oldham</p> <p><i>Operated by Nexus Move</i></p>	<p>Service 356 operates every hour during Monday to Saturday daytime, reducing to every two hours in the evening and on Sunday daytime.</p> <p>Officers have retimed the Monday to Saturday service, to better serve Bluecoat School on school days and to offer better connections with the evening train service at Greenfield.</p> <p>Buses from Greenfield are retimed earlier to meet trains arriving from Manchester at xx:53 (16:53 to 20:53, and 22:56 on Fridays/Saturdays only). Buses will leave the rail station on the hour. Consequently, evening buses from Denshaw will also be retimed to depart at xx:30 from 18:30 to 20:30, and 22:30 on Fridays/Saturdays only when the late evening through bus will be retimed to depart at 22:05 from Oldham.</p> <p>Members are asked to note these changes which were introduced on 25th July 2021.</p> <p>There is no change to the Tendered Service Budget.</p>
TE	<p>389</p> <p>Ashton – Stalybridge – Dukinfield – Yew Tree circular</p> <p><i>Operated by Stagecoach</i></p>	<p>Circular service 389 operates daily every hour. The operator has reported that they are experiencing reliability problems. In order to improve reliability, the services will be re-timed.</p> <p>Members are asked to approve the changes to these service with effect from 5th September 2021.</p> <p>There is no change to the Tendered Service Budget</p>
RE OM	<p>435</p>	<p>Subsidised service 435 currently operates hourly Monday to Saturday daytime.</p>

	<p>Rochdale – Turf Hill - Shaw</p> <p><i>Operated by TransDev</i></p>	<p>Following representations from local Councillors, the service will be re-routed in Shaw to serve Hannerton Road.</p> <p>The Monday to Friday 0741 journey from Milnrow to Rochdale which is currently provided for students to travel to Crompton House School is withdrawn as an alternative journey on the revised timetable of service 408. The resource released from this change will allow introduction of additional peak time journeys on R1 and R3/R13.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>There is no change to the Tendered Service Budget.</p>
<p>RE OM</p>	<p>458</p> <p>Rochdale – Smithy Bridge – Littleborough - Stansfield</p> <p><i>Operated by TransDev</i></p>	<p>Subsidised service 458 currently operates hourly daily daytime between Rochdale and Littleborough, extending evening and Sunday to Stansfield.</p> <p>Following changes to service 457 which has been extended to Stansfield commercially to replace service 588 across the daytime, one pair of journeys are no longer required to extend the Stansfield.</p> <p>The 1750 (MF) and 1745 (Sat) journeys will revert to terminating at Littleborough.</p> <p>There will be additional MF from Shore and Stansfield on this service at 0638 and 0658.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p>

		There is no change to the Tendered Service Budget.
BY BN	480 Bury – Walshaw – Tottington – Hawkshaw – Bradshaw – Bolton <i>Operated by TransDev</i>	<p>Service 480 currently operates hourly Monday to Saturday daytime between Bury and Tottington on a commercial basis and extended to Bolton under tender off peak and Saturday.</p> <p>Additional journeys are introduced on schooldays at 0711 Bolton to Bury and 0720/0820 Bury to Bolton.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>The financial implications are included under Part B.</p>
BN	501 Johnson Fold — Bolton — Royal Bolton Hospital — Farnworth <i>Operated by Arriva, Diamond and Vision Bus</i>	<p>This service currently operates every 15 minutes Monday to Saturday daytime, and every 30 minutes on Sundays. The hourly subsidised evening service was run by Arriva.</p> <p>Subsequent to the tender award process for contracts commencing April 2021, through which the subsidised journeys would have been operated by Vision Bus, a commercial registration submitted by Diamond Bus has resulted in some of the former subsidised journeys being operated commercially by Diamond; the remainder are now operated by Vision as part of a TfGM contract. In addition, an earlier journey on Sunday morning is also operated by Vision as part of a TfGM contract to extend the span of operation.</p>

		<p>Members are asked to note the changes to this service with effect from 11th April 2021.</p> <p>As part of the package of changes to services 501, 507, 511, 520, 533, 541, 561/562, 571/572 and 577 there is no change to the Tendered Service Budget.</p>
BN	<p>507</p> <p>Bolton - Bradshaw - Top O Th Brow - Harwood circular</p> <p><i>Operated by Arriva and Diamond</i></p>	<p>This service currently operates every 15 minutes Monday to Saturday daytime, and every 30 minutes on Sundays. The hourly subsidised evening service was run by Arriva.</p> <p>Subsequent to the tender award process for contracts commencing April 2021, through which the subsidised journeys would have been operated by Vision Bus, a commercial registration submitted by Diamond Bus has resulted in all of these journeys being operated on a commercial basis.</p> <p>Members are asked to note the changes to this service with effect from 11th April 2021.</p> <p>As part of the package of changes to services 501, 507, 511, 520, 533, 541, 561/562, 571/572 and 577 there is no change to the Tendered Service Budget.</p>
BN	<p>511</p> <p>Bolton — Brightmet — Withins — Walshaw — Bury</p> <p><i>Operated by Arriva, Diamond, Transdev, Vision Bus</i></p>	<p>This service currently operates every 60 minutes Monday to Saturday daytime, and every 60 minutes on Sundays. The subsidised evening service was run by Transdev and the Sunday service was operated by Arriva.</p> <p>Subsequent to the tender award process for contracts commencing April 2021, through which a consistent hourly evening and Sunday timetable would have been operated by Vision Bus, a commercial registration submitted by Diamond Bus has resulted in the Sunday daytime journeys being operated on</p>

		<p>a commercial basis. The remaining subsidised journeys (5 trips on Monday to Saturday evenings, 3 trips on Sunday evening) are operated by Vision Bus.</p> <p>Members are asked to note the changes to this service with effect from 11th April 2021.</p> <p>As part of the package of changes to services 501, 507, 511, 520, 533, 541, 561/562, 571/572 and 577 there is no change to the Tendered Service Budget.</p>
BN	<p>520</p> <p>Bolton — Deane — Ladybridge — Westhoughton</p> <p><i>Operated by Diamond and Vision Bus</i></p>	<p>This service currently operates every 30 minutes Monday to Saturday daytime, and every 60 minutes on Sundays. Two early morning journeys and the evening and Sunday service were run by Vision Bus on a subsidised basis.</p> <p>Subsequent to the tender award process for contracts commencing April 2021, through which the subsidised journeys would have remained operated by Vision Bus, a commercial registration submitted by Diamond Bus has resulted in the early morning journeys being operated on a commercial basis.</p> <p>The evening and Sunday service continues to be run by Vision Bus on a subsidised basis.</p> <p>Members are asked to note the changes to this service with effect from 11th April 2021.</p> <p>As part of the package of changes to services 501, 507, 511, 520, 533, 541, 561/562, 571/572 and 577 there is no change to the Tendered Service Budget.</p>
BN	<p>533</p> <p>Bolton — Tonge Moor — Bromley Cross — Egerton</p>	<p>Prior to 11 April 2021, this service was operated every 60 minutes Monday to Saturday by Vision Bus on a subsidised basis.</p> <p>Subsequent to the tender award process for contracts commencing April 2021, a commercial registration was submitted by Diamond Bus which met all</p>

	<i>Operated by Diamond and Vision Bus</i>	<p>the requirements of the subsidised service running hourly from 0600-1900 Monday to Friday and 0700-1800 on Saturday.</p> <p>As a result of changes to other Bolton area services it has been possible to add additional subsidised journeys to provide an hourly evening and Sunday service up to 2312 from Bolton. These journeys are operated by Vision Bus.</p> <p>Members are asked to note the changes to this service with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget of the daytime change is given in Part B of this report.</p> <p>The evening and Sunday change is part of the package of changes to services 501, 507, 511, 520, 533, 541, 561/562, 571/572 and 577 where there is no change to the Tendered Service Budget.</p>
BN	541 Toppings — Tonge Moor — Bolton <i>Operated by Arriva and Vision Bus</i>	<p>Prior to 11 April 2021, this service was operated every 30 minutes Monday to Saturday by Arriva on a subsidised basis.</p> <p>As a result of changes to other Bolton area services it has been possible to add additional subsidised journeys to provide an hourly evening service (up to 2100 from Bolton) and a Sunday daytime service between 1120 and 1820 from Bolton. These journeys are operated by Vision Bus.</p> <p>Members are asked to note the changes to this service with effect from 11th April 2021.</p> <p>As part of the package of changes to services 501, 507, 511, 520, 533, 541, 561/562, 571/572 and 577 there is no change to the Tendered Service Budget.</p>
BN	561/562 Bolton — Tonge Fold — Breightmet — Withins circular	<p>These services currently operate every 20 minutes Monday to Saturday daytime, and every 60 minutes on Sundays. The hourly subsidised evening service was run by Arriva.</p>

	<p><i>Operated by Arriva, Diamond and Vision Bus</i></p>	<p>Subsequent to the tender award process for contracts commencing April 2021, through which the subsidised journeys would have been operated by Vision Bus, a commercial registration submitted by Diamond Bus has resulted in all of these journeys being operated on a commercial basis.</p> <p>Members are asked to note the changes to this service with effect from 11th April 2021.</p> <p>As part of the package of changes to services 501, 507, 511, 520, 533, 541, 561/562, 571/572 and 577 there is no change to the Tendered Service Budget.</p>
BN	<p>571/572</p> <p>Bolton — Great Lever — Lever Edge circular</p> <p><i>Operated by Diamond, Vision Bus</i></p>	<p>These services currently operate every 15 minutes Monday to Saturday daytime (with Diamond and Vision each running every 30 minutes) and every 60 minutes on Sundays (run by Vision). The hourly subsidised evening service was run by Vision Bus.</p> <p>Subsequent to the tender award process for contracts commencing April 2021, through which the subsidised journeys would have been operated by Vision Bus, a commercial registration submitted by Diamond Bus has resulted in the Monday to Saturday evening journeys being operated on a commercial basis.</p> <p>The Sunday evening service continues to be run by Vision Bus on a subsidised basis.</p> <p>Members are asked to note the changes to this service with effect from 11th April 2021.</p> <p>As part of the package of changes to services 501, 507, 511, 520, 533, 541, 561/562, 571/572 and 577 there is no change to the Tendered Service Budget.</p>

<p>BN</p>	<p>577 Bolton — Ladybridge — Middlebrook — Brazley — Horwich — Blackrod <i>Operated by Vision Bus</i></p>	<p>This infrequent service currently operates about every 2 hours (5 trips from Bolton between 0957 and 1708, and 4 trips from Horwich 0855-1355).</p> <p>Additional trips are added to extend the span of operation: 1757 from Bolton (Monday to Saturday) and 1555, 1655 and 1755 from Horwich (Monday to Friday) and 1655 from Horwich (Saturday).</p> <p>Members are asked to note the changes to this service with effect from 11th April 2021.</p> <p>As part of the package of changes to services 501, 507, 511, 520, 533, 541, 561/562, 571/572 and 577 there is no change to the Tendered Service Budget.</p>
<p>BN</p>	<p>521 Blackrod - Westhoughton - Farnworth - Little Lever <i>Operated by Vision Bus</i></p>	<p>This service current runs hourly as follows:</p> <ul style="list-style-type: none"> Monday to Friday between 0430 and 0730 from Farnworth to Westhoughton then 0758 Little Lever to Farnworth and Wingates, then between 0858 -1703 Little Lever to Farnworth and Blackrod, then between 1830 and 2330 from Farnworth to Westhoughton. On Saturdays the first journey from Little Lever is 0858 while the last evening bus from Farnworth is 1930. Monday to Friday between 0500 and 0700 from Westhoughton to Farnworth, then 0810 and 0911 Wingates to Farnworth and Little Lever, then between 1001 and 1601 from Blackrod to Farnworth and Little Lever, then 1707 and 1812 Blackrod to Farnworth and between 1900 and 0000 from Westhoughton to Farnworth. On Saturdays the last journey from Blackrod is 1701 and the last evening bus from Westhoughton is 2000. On Sundays the service runs between Farnworth and Westhoughton only with hourly buses from Farnworth between 0430 and 1930 and from Westhoughton between 0500 and 2000. <p>To address punctuality concerns raised by the operator a revised Monday to</p>

		<p>Friday timetable will be introduced as follows:</p> <ul style="list-style-type: none"> • On Monday to Friday the 1558 from Little Lever to Blackrod will run at 1613 and will only run as far as Westhoughton; and the 1703 from Little Lever to Blackrod will run at 1703. • On Monday to Friday the 1501 and 1601 from Blackrod to Little Lever will run at 1506 and 1612 and the 1812 from Blackrod to Farnworth will run at 1822. The 1707 from Blackrod to Farnworth will start from Westhoughton at 1727 and only run between Westhoughton and Farnworth. <p>Members are asked to approve this change with effect from 25th July 2021.</p> <p>There is no impact on the subsidised services budget.</p>
WN	<p>613</p> <p>Wigan — Bottling Wood — New Springs</p> <p><i>Operated by Hattons</i></p>	<p>This service current runs as follows:</p> <ul style="list-style-type: none"> • Monday to Saturdays from Wigan at 0746 (M-F), 0900 and hourly to 1600 then 1715. • Monday to Saturday from New Springs at 0723 (M-F), 0805, 0925 then hourly to 1625 and 1740. <p>A revised timetable is proposed incorporating a school journey to St John Fisher RC High school as follows:</p> <ul style="list-style-type: none"> • Monday to Saturdays from Wigan at 0738 (M-F), 0830, 0920 and hourly to 1720 (the 1520 will start from St John Fisher). • Monday to Saturday from New Springs at 0711 (M-F), 0750 (which will extend to St John Fisher), 0842 and then hourly to 1741. <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>The financial implications are included under Part B.</p>

WN	630 Platt Bridge – Ince – Wigan <i>Operated by Hattons</i>	<p>This service current runs hourly as follows:</p> <ul style="list-style-type: none"> Monday to Friday between 0730 and 1434 from Platt Bridge to Wigan, then 1534 and 1634 in school holidays or 1550 on school days. The Saturday service is hourly from 0934 to 1634. Monday to Friday at 0750, 0905 then hourly to 1405 from Wigan, then 1505, 1605 and 1705 in School Holidays or 1510 and 1630 on School days. The Saturday service is hourly from 1005 to 1705. <p>A revised timetable is proposed incorporating a school journey between Abram and Dean Trust (Rose Bridge) Academy this will result in a more consistent timetable as follows</p> <ul style="list-style-type: none"> Monday to Friday from Platt Bridge to Wigan at 0653, 0759, 0931 then hourly to 1431, 1649 and 1749 plus 1535in school holidays. The Saturday service is improved as well: hourly from 0831 to 1431, then 1649 and 1749. Monday to Friday from 0725 to Abram on school days or 0735 to Platt Bridge in school holidays then 0905 and hourly to 1505 then 1620, 1720, 1820. The Saturday service is improved as well: hourly from 0905 to 1405, then 1620, 1720 and 1820. <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>The financial implications are included under Part B.</p>
BY	B1 Bury – Summerseat - Ramsbottom <i>Operated by TransDev</i>	<p>Subsidised service B1 currently operates hourly Monday to Friday off peak and Saturday daytime.</p> <p>The vehicles used on this service have been augmented with a school bus service which means that a full hourly service can be provided on Monday to Friday as well as an extended service on all days.</p>

		<p>The first inbound journey will go from 0937 to 0748, the last outbound journey will go from 1750 (MF) and 1720 (Sat) to 1820.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>The financial implications are included under Part B.</p>
BY	<p>B2</p> <p>Bury – Chesham – Walmersley – Nangreaves</p> <p><i>Operated by TransDev</i></p>	<p>Subsidised service B2 currently operates hourly Monday to Saturday daytime with a gap in the AM peak.</p> <p>The vehicles used on this service have been augmented with a school bus service which means that a full hourly service can be provided on Monday to Friday as well as an extended service on Saturday.</p> <p>On Saturday, the first inbound journey will go from 0834 to 0751, the last outbound journey will go from 1725 to 1824.</p> <p>In addition, AM peak inbound and PM peak outbound journeys will be diverted to run via Chesham to introduce peak travel options.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>The financial implications are included under Part B.</p>
BY RE	B4	<p>Subsidised service B4 currently operates hourly Monday to Saturday off peak and PM peak.</p>

	<p>Bury – Fairfield Hospital - Heywood <i>Operated by TransDev</i></p>	<p>The vehicles used on this service have been augmented with a school bus service which means that a full hourly service can be provided on Monday to Friday as well as an extended service on all days, albeit with a gap inbound at PM school times.</p> <p>The first inbound journey will go from 0909 to 0825, the last outbound journey will go from 1645 to 1758.</p> <p>The current 1409 journey from Heywood to Rochdale (retimed to 1425) will be curtailed to Newhouse Academy to facilitate the operation of a school bus.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>The financial implications are included under Part B.</p>
RE	<p>R1 Rochdale – Syke <i>Operated by TransDev</i></p>	<p>Subsidised service R1 currently operates hourly Monday to Saturday daytime and evening.</p> <p>The 0709 journey from Rochdale and its return journey at 0722 from Syke will be re-timed to operate 46 minutes earlier.</p> <p>A new 0738 journey from Rochdale to Syke and return journey at 0750 will be introduced.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p>

		There is no change to the Tendered Service Budget.
RE	R3 Rochdale – Wallbank <i>Operated by TransDev</i>	<p>Subsidised service R3 currently operates off peak journeys Monday to Friday and hourly Sunday daytime.</p> <p>A new 0806 journey from Rochdale to Healey Corner will be introduced.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>There is no change to the Tendered Service Budget.</p>
RE	R4 Rochdale – Milnrow - Ladyhouse <i>Operated by TransDev</i>	<p>Subsidised service R4 currently operates every two hours Monday to Saturday daytime.</p> <p>The service is re-timed as follows: MF: 1005, 1205, 1405, 1615 & 1825 from Rochdale MF: 1032, 1232, 1432 & 1642 from Ladyhouse SAT: 1005, 1205, 1405, 1605 & 1805 from Rochdale SAT: 1032, 1232, 1432 & 1632 from Ladyhouse</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>There is no change to the Tendered Service Budget.</p>
RE	R5 Rochdale – Milnrow – Peppermint Bridge <i>Operated by TransDev</i>	<p>Subsidised service R5 currently operates every two hours Monday to Saturday daytime.</p> <p>The service is re-timed as follows: MF: 0905, 1105, 1305, 1510 & 1720 from Rochdale</p>

		<p>MF: 0836, 0936, 1136, 1336, 1541 & 1751 from Peppermint Bridge SAT: 0905, 1105, 1305, 1505 & 1705 from Rochdale SAT: 0936, 1136, 1336, 1536 & 1736 from Peppermint Bridge</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>There is no change to the Tendered Service Budget.</p>
RE	<p>R7 Rochdale – Castleton <i>Operated by TransDev</i></p>	<p>Subsidised service R7 currently operates hourly Monday to Saturday daytime.</p> <p>The operator has reported that they are experiencing reliability problems. In order to improve the reliability, the service will re-timed with some peak running times increased. In addition, the Monday to Friday 1600 from Rochdale to Turf Hill and its return journey will be extended to serve Castleton.</p> <p>The R7 and the R8 detailed below will be interworked which will give some additional layover time in Rochdale to assist with addressing the poor reliability on Service R7.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>There is no change to the Tendered Service Budget.</p>
RE	<p>R8 Rochdale – Norden <i>Operated by TransDev</i></p>	<p>This service currently operates Monday to Friday at peak times and daily evening and Sunday daytime.</p> <p>Following representations from local Councillors about the lack of service along Bury Road, officers have been working with the operator to introduce some additional Monday to Saturday journeys to fill the gap:</p> <ul style="list-style-type: none"> • Mon- Fri from Rochdale 1005 and hourly to 1405 then existing 1552, 1715 and hourly to 2210

		<ul style="list-style-type: none"> • Mon- Fri from Norden existing 0712, 0730, 0835 then new 0921 and hourly to 1326 then existing 1737, 1829 and hourly to 2227 • Sat from Rochdale 0905 and hourly to 1705 then existing 1810 and hourly to 2210 • Sat from Norden new 0926 and hourly to 1726 then existing 1829 and hourly to 2227 <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>The financial implications are included under Part B.</p>
RE	R13 Rochdale – Wallbank <i>Operated by TransDev</i>	<p>Service R13 currently operates commercial off peak journeys Monday to Friday and hourly Saturday daytime.</p> <p>A new subsidised 0818 journey from Healey Corner to Rochdale will be introduced.</p> <p>Members are asked to approve the changes to this service with effect from 29th August 2021.</p> <p>There is no change to the Tendered Service Budget.</p>

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Greater Manchester Transport Committee –

Work Programme

July 2021 to September 2021

The table below suggests the Committee’s work programme from July 2021 to September 2021.

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

July 2021

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 Service Improvement Plan	Stephen Rhodes, TfGM	To provide an update on the draft Bus Service Improvement Plan	Policy Development
	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, to also cover the future of contactless payments.	Accountability
	Rail Performance Report	Simon Elliott	To review performance across the rail industry, with a specific reference to contactless payments.	Accountability

August 2021

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Full Committee	Transport Network Performance	Bob Morris	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
	Introduction from the Transport Commissioner	Chris Boardman	To inform Members of the Committee of the role and priorities for the Transport Commissioner	Policy Development
	GM Moving	Eve Holt	To inform the Committee of the work of GM Moving and its role within the Active Travel agenda.	Implementation
	Walking and Cycling Update	Richard Nickson / Chris Boardman	To update the Committee on the status of the Bee Network. To include specific reference to cycling schemes and the GM Bike Hire scheme.	Implementation
	Streets for All	Simon Warburton	To provide an overview of the Streets for All Strategy, which forms a sub-strategy to the Greater Manchester Transport Strategy 2040.	Policy Development

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
	Electric Vehicles Charging Infrastructure Strategy.	Simon Warburton	To provide an overview of the Greater Manchester Electric Vehicle Charging Infrastructure Strategy, a sub-strategy of the Greater Manchester 2040 Transport Strategy.	Policy Development

September 2021

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

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
	Bus Service Improvement Plan	Stephen Rhodes, TfGM	To review the draft plan to improve bus services in GM as directed by the Government's National Bus Strategy.	Policy Development
	Interchange Report	Howard Hartley, TfGM	To provide Members with an update on infrastructure overseen by TfGM, including TravelShops, Bus Stops and Bus Shelters.	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
	Update on Heavy Rail Infrastructure	Simon Elliott	To provide a six monthly update on the status of rail stations across Greater Manchester. To also include the key themes from the William Shapps plan.	Implementation
	Manchester Recovery Task Force Update	DfT	To inform the Committee of the work to improve the performance of rail services in GM. Note that this change will be implemented between May-December 2021.	Implementation

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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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